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UNITED STATES SEAPORTS
ATLANTIC COAST

PORT SERIES
PART 1

AUGUST 1963

U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

UNITED STATES SEAPORTS
ATLANTIC COAST

PORT SERIES
PART 1

U. S. DEPARTMENT OF COMMERCE
Luther H. Hodges, Secretary

MARITIME ADMINISTRATION

Maritime Administrator, Donald W. Alexander
Deputy Maritime Administrator, J. W. Gulick

Prepared by
Office of Program Planning
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Chief, Division of Ports
August 1963

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U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
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SUBJECT: Part 1, Port Series- United States Seaports - Atlantic Coast

TO : Maritime Administrator, Maritime Administration,
Department of Commerce

Section 8 of the Merchant Marine Act of 1920 requires the Maritime Administration in cooperation with the Secretary of the Army, Department of Defense, to investigate port facilities and the flow of commerce through ports in order to encourage their use by vessels engaged in the domestic and foreign trade of the United States.

Under a revised cooperative arrangement with the Board of Engineers for Rivers and Harbors, Corps of Engineers, this volume of Part 1, Port Series entitled United States Seaports - Atlantic Coast has been completed. In accordance with the agreement between the two agencies, the information on port administration; Federal functions and services; port and terminal rates, services, and charges; labor contracts, rules, benefits, wage rates and related data; foreign and domestic trade; port development and port-related technical studies and research programs; and policy and legal action taken by the Federal Government affecting the port industry was prepared by William C. Adams and Donald D. Allen of the Division of Ports.

The Corps of Engineers separately prepare and publish Part 2 of the Port Series, consisting of individually numbered volumes as described in the Foreword hereof.

In view of the value of the information to commerce and to shipping interests and the public, it is recommended that the subject material, the manuscript of which is transmitted herewith, be approved for publication in order that it may be readily available to interested parties at an early date.

Howard J. Marsden
Chief, Division of Ports

Approved:
J. W. Gulick
Acting Maritime Administrator

Enclosure

This publication is the second of a series of three publications containing data of value to commerce and shipping interests. These publications present data on port administration; Federal functions and services; port and terminal rates, services, and charges; labor contracts, rules, benefits, wage rates and related data; foreign and domestic trade; port development and port-related technical studies and research programs; and policy and legal actions taken by the Federal Government affecting the port industry. Each publication covers a complete geographical area, as follows:

Part 1, Port Series - United States Seaports - Alaska, Pacific Coast and Hawaii
Part 1, Port Series - United States Seaports - Atlantic Coast
Part 1, Port Series - United States Seaports - Gulf Coast

The Maritime Administration, U. S. Department of Commerce, is charged by law with responsibilities in connection with the maritime affairs of the United States. These functions include the award of construction-differential and operating-differential subsidies; the construction, repair and operation of merchant ships; and maintenance of reserve fleets of Government-owned merchant ships. The responsibilities also include the making of rules and regulations with respect to the foregoing functions.

In the field of port development, it is the responsibility of the Maritime Administration to further the development of ports in the United States. The object is to promote the commerce of the United States by the development of ports and transportation facilities in connection with ocean shipping. The functions include matters concerning the administration, operation, and physical development of ocean ports; investigation of regions tributary to ports, taking into consideration the economics of transportation by rail, water, and highway, and the natural direction of the flow of commerce; rendering required technical advice and assistance to communities and public port bodies; and representing the U. S. Government in the technical field of ports.

Under authority of Section 8 of the Merchant Marine Act of 1920, the information in the present Port Series covers the principal U. S. Coastal and Great Lakes Ports. The publications covering the Great Lakes Ports have been prepared by the Corps of Engineers, and the publications on the coastal ports were prepared jointly by the Maritime Administration and the Corps of Engineers.

Under a revised cooperative agreement between the two agencies - in an effort to provide for more nearly current data - the information on port administration; Federal functions and services; port and terminal rates, services, and charges; labor contracts, rules, benefits, wage rates and related data; foreign and domestic trade; port development and port-related technical studies and research programs; and policy and legal actions taken by the Federal Government affecting the port industry will be prepared and published as Part 1 by the Division of Ports, Maritime Administration, U. S. Department of Commerce. Information on port and harbor conditions and facilities is prepared and published in individually numbered publications as Part 2 by the Domestic Ports Branch, Board of Engineers for Rivers and Harbors, Corps of Engineers, U. S. Army.

The Part 1 reports, consisting of a single volume for each coastal region, are designed to meet the requirements of the Department of Commerce in connection with the duties assigned by Congress. They also provide necessary and vital data for other governmental departments, to commerce, to shipping interests, and to others interested in the broad field of transportation.

Both the geographical description of the coastal area and general port data are included. The tabulation on general port data gives the name of each individual port, location, population, tidal range, weather data, annual precipitation, and the deepest draft of vessels using the port.

The discussion on port administration reveals the different types of port-governing bodies, how they are organized, and how they function. In this endeavor interest is centered in the coordination of activities connected with the development, construction, maintenance, regulation or operation of the harbor and other aspects of port administration.

As can be readily seen, the activities of a local port administrative body are subject to many variations, depending upon the size of the port, the number of functions to be performed, and the scope of the port's legal jurisdiction.

Although the primary responsibility for port administration is that of local authorities, there are a number of federal agencies whose activities in the development and operation of ports are substantial. Some of these activities relate to the development and improvement of the conditions in port areas, namely, harbor channels and facilities for the conduct of shipping, whereas others relate to the regulation of ships, cargo, passengers, personnel and baggage as they enter and clear the ports. The role played by each Federal agency at the ports has been reviewed briefly.

The discussion of port and terminal rates and port services and charges covers the definition of rates for pilotage and towage, wharfage and dockage, free time and demurrage, port services and charges, and miscellaneous port and terminal charges. The presentation has been accomplished by examining representative tariffs and regional agreements and making comparative tabulations.

The scope of the waterfront labor coverage includes a discussion of union contracts, rules, benefits, wage rates and other related data, as well as a presentation in tabular form of local exceptions at the individual ports. The discussion concerning labor has been confined to the receiving of cargo at the pier or terminal from ship or shore. This includes the unloading of cargo from the ship's hold and thence movement to the place of rest on the pier or in the transit shed, or the reverse, i.e., the movement from the place of rest on the pier or in the transit shed to shipside and thence loading into the ship's hold. Local labor agreements at individual ports on the Atlantic Coast have been included where there are exceptions to the basic union contracts.

The foreign and domestic trade tables presented are factual statements about the 1960 and 1959 trade moving in foreign and domestic commerce in the Atlantic area. The figures presented are based on statistics which were compiled by the Corps of Engineers for public use and serve to illustrate a reasonable measure of port activity and trade comparison in the two-year period.

Progress in the field of port development, as presented in this report, has been illustrated by a review of the extensive planning programs undertaken by the various ports. These programs are especially significant with respect to the importance attached to the condition of a port's commerce and the influence that the latter exerts on the overall economy of the port district. Where applicable, outstanding examples of new ideas in port terminal design and construction have been cited.

A range of selected technical studies and research activities affecting the port industry have been included to show the advances which are being made to improve methods of handling waterborne commerce, a field in which the whole transportation industry plays such an important role.

Also presented are several of the more important legal decisions, either final or pending, which reflect the policies of and the legal actions taken by the Federal Maritime Commission with respect to regulation of the port industry.

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HISTORICAL SUMMARY

Along its entire length, from Eastport, Maine, to Key West, Fla., the U.S. Atlantic Coast is a beehive of maritime activity. Endowed with an abundance of ports, harbors, and river routes reaching inland, it also possesses the sheltered Atlantic Intracoastal Waterway running from Massachusetts to Florida.

If the early explorers and settlers who discovered and colonized America were to return today, they probably would note few visible changes in the Atlantic coastal channels and waterways. But if they could look beneath the water's surface, they would see evidence of major changes.

These changes are among the Nation's great assets, for they represent the improvements which make our ports and waterways safer, easier to navigate, and more profitable. Such improvements include widening, straightening, and deepening channels; dredging anchorages; removing dangerous obstructions; and providing for the protection of riverbanks and shorelines from erosion. Not all the waterway changes are invisible, however. The ports, the cities and communities created by the ports, the industries lining the navigable waterways, canals and cutoffs, and the jetties and breakwaters protecting the harbors are among the many visible assets to be noted at scores of points along the Atlantic Coast and bordering the shores of its bays and the banks of its rivers.

In the development of our vast transportation industry, the ports of the Atlantic Coast have played a pre-eminent role. Many began as trading posts and later became pioneer outfitting points, which grew rapidly into bustling centers of activity.

During the 18th century and the early 19th century, the port was the doorway to a seemingly endless expanse of land, comprised of fertile valleys, rolling hills, and tall timbers. It was a point of exchange where manufactured products and supplies were brought in, and produce from the hinterland was shipped out. It was the focal point of a virile and exuberant frontier.

With increasing population and commerce, and particularly with the development of steam-powered vessels toward the end of the 18th century, the ports grew into prominent commercial and industrial centers. During that period, few cities were built off the line of water transportation. Steam power, however, also brought the railroad. This powerful and efficient means of transport soon penetrated the hills, plains, and valleys of the nation.

During the First World War, ocean water transportation was stepped up to meet a transportation emergency. Domestically the barge, which had made its appearance as an adjunct to the packet boat about a half a century before, proved to be a versatile instrument for transporting large-volume bulk cargoes. Since that time, ocean and inland water transportation have continued to be highly important in stimulating the economy of the Nation and in the movement of men and materiel in time of emergency.

In relatively recent years, huge programs of dredging and construction of port facilities and related industries have been accomplished adjacent to our ports and waterways. As a result, waterborne commerce has shown a steady growth. This growth is of great significance to our ports, for the activity in construction of port facilities and waterside industries is presently at a record high.

As history has demonstrated, geographical location was a vital factor in the development of ports. If a port was located on the crossroads of transportation avenues, it was in an enviable position. A port located in the heart of an expanding agricultural community, and at the same time serving as the gateway to westward expansion, was certain to become a flourishing transportation center. The advantages of geographical location, though tremendously significant a century ago, were eventually overcome by other economic influences. The location of raw materials--of first importance in the basic types of industry--no longer determines the location of factories. Through the medium of ships, barges, rail cars, and trucks materials are transported to the industry.

The impact of research and technology and the momentum of the present economy promises to increase considerably our gross national product in the next few years. Such growth in our economy will require a substantial increase in the output of minerals, fuels, and basic agricultural products in the space of 10 to 20 years.

Our economic progress will depend upon making these basic materials available to industry by the most efficient means which can be devised. Steel mills will require iron ore, coal and limestone; chemical plants will require sulfur, salt and numerous basic elements and compounds; refineries will utilize huge shipments of crude oil, and the petro-chemical industry, large amounts of petroleum products; a tremendous volume of coal will be required for electricity production; and the production of aluminum will require bauxite ore, plus electricity in unprecedented amounts.

The construction industry will utilize millions of tons of rock, sand, gravel, cement, and finished steel products. Agricultural products, primarily grains, will be distributed to processing plants throughout the Nation and the world.

Where industrial development will take place depends on numerous factors, such as resources, markets, labor, living conditions, power and related industries. All of the basic materials and the finished products are readily adaptable to movement by ships and barges, and the ports on the Atlantic Coast are designed to handle all types of cargoes.

An impressive industrial expansion is taking place in the Nation's ports and their immediate hinterlands, and it can be expected that the Atlantic Coast ports generally will share in this expansion, benefiting also from the movement of the additional cargoes generating from increased port-oriented industrial operations.

It can be noted that approximately 70.5 million people living along the Atlantic Coast enjoy important benefits by their proximity to port and harbor activities.

PHYSICAL AND CULTURAL ENVIRONMENT

The Atlantic Coast can generally be grouped into the following geographical segments: the North Atlantic Coast, and the South Atlantic Coast. The North Atlantic segment extends from Maine to Virginia (north of Cape Hatteras), while the South Atlantic segment extends from North Carolina to Florida (south of Cape Hatteras). The North Atlantic Coast is, at times, further subdivided into the historical geographical expression of New England and Central Portion of the Atlantic Coast.

New England - The coast of New England is, for the most part, exceedingly rugged and covered with dense forests. The population has increased from 9,314,453 in 1950 to 10,509,367 in 1960. The increase is especially noted in the southern States of the group. New England is one of the richest and most populous parts of the country. The chief industry of the early settlers was agriculture. Now the chief industry is manufacturing, and agriculture is of secondary importance.

New England has hilly lowland near the sea and a hilly upland in the interior, with mountains to the north and west. Some of the hills of the lowlands are rocky, but many consist of glacial material piled into ridges of various forms.

The upland in central and western Massachusetts and northern Connecticut is a plateau varying from 900 to about 2,000 feet in altitude, and having a hilly surface. The upland in western Massachusetts, known as the Berkshire Hills, is in some places quite mountainous. Farther north, in Vermont, are the Green Mountains, a range extending north and south, with many ridges and peaks. In New Hampshire are the White Mountains.

In general, the rivers of New England flow southward. The shoreline is rugged and uneven. There are long and rocky headlands with deep narrow bays between. In a direct line, it is a little over 200 miles along the coast of Maine from the New Hampshire boundary to Eastport, but the actual shoreline of Maine, including all the windings and the shores of the islands, is about 2,000 miles long. From Boston southward, toward Cape Cod, the shores are rocky in places; but along the Cape, there are long stretches of sandy beach.

The southern shores of New England are irregular. The branches of Narragansett Bay in Rhode Island and the bays and tidal river channels of Connecticut are much like those of Cape Cod.

Historically, New England's economic structure has gone through several periods of major transformation that had a major significance on the role played by the ports. Its earlier orientation was toward agriculture, trade, and the maritime industry. Later, industrial development burgeoned, fed not only by the older eastern seaboard markets but also by the rapidly expanding west. Throughout this period, which encompassed the 19th century and the early years of the present century, the importance of agriculture in New England declined. As industry developed in the newer sections of the country, New England faced a period of transition.

In the process of modification to meet new conditions, several shifts in the traditional industrial pattern in New England were notable. There has been

a shift in emphasis in industrial production from non-durable to durable goods. The production of non-durables has declined, while there have been important gains in the durable goods industries, principally in electrical and other machinery, iron and steel products, furniture and fixtures.

In common with the rest of the United States, there has been a steady growth in New England in the proportion of total employment accounted for by the so-called tertiary industries, i.e., industries connected with services, communications, transportation, and trade. Such shifts are a usual accompaniment of a growing prosperity in a predominantly industrial economy. Normally, the shift to the tertiary industries is accomplished in the main by some reduction in agriculture.

A decline has taken place in the New England textile industry, especially in cotton manufacture. Probably the main factor in the decline has been the development of the textile industry in the Southern States. The shoe manufacturing industry is heavily concentrated in the New England area. Certain aspects of New England's agricultural production, during the last 40 years, have shown substantial increases. The tendency is to concentrate on products salable in the close-in metropolitan marketing area. In such items as meat, animals, and animal products (mainly milk, chickens, and eggs), there have been marked production increases.

Other industries include those using forest products of which pulp and paper are the largest. New England produces less than half the lumber that it uses and imports a large portion of its pulpwood and woodpulp needs. Fishing is another of its basic industries.

The five New England States bordering the Atlantic Ocean include Maine, New Hampshire, Massachusetts, Rhode Island, and Connecticut. Maine has the greatest amount of tidewater mileage of any State on the east coast. Ten of its 16 counties are on tidewater or navigable rivers. Coastal indentations include nearly a score of bays largely marked by fingers of land projecting into each bay.

Maine's economy rests upon diversified manufacturing, agriculture, commercial fisheries, marine products, and a fast-growing vacation and travel industry. Industrial products basic to the area are those based on natural resources such as lumber, pulp, furniture, boxes, wood turnings, cabinet work, and processing and canning of farm and fishery products. One of the Nation's large cement plants is located in Maine, near the limestone deposits at Thomaston, and substantial newsprint production is centered in Bangor. Maine is known for its production of white potatoes for table use and seed. Approximately half of the total domestic production of certified Maine seed potatoes are shipped to many of the world's ports. The potato yield in Aroostook County makes it one of the wealthiest counties in the country.

Maine, with a population of 969,265 in 1960, is predominantly rural, comprising an area of solid forests and diversified farms with plenty of small industry in the southern portion.

Searsport and Portland are the principal ports in the tate. The commercial importance of Searsport is confined entirely to the requirements of local industries and a limited territory immediately adjacent to the port. Local

industrial plants include fertilizer manufacturers and a chemical company. Fuel distributors for coal and petroleum products handle the major portion of inbound cargoes. Receipts consist of coal, petroleum products, sulfur, fertilizer and fertilizer materials, industrial chemicals, stone, and aluminum ore. Shipments include fertilizer, potatoes, coal and petroleum products.

Searsport is afforded the services of one rail line, the Bangor and Aroostook Railroad Company, which maintains connections with the Canadian Pacific, the Canadian National Railways, and the Maine Central Railroad. Lines of the company operate entirely within the State's productive lumbering regions and the rich agricultural areas of Aroostook Valley.

Several access roads and streets connect Searsport with U.S. Highway No. 1, one of the country's principal north-south highways, over which motor traffic flows to and from Boston and Portland to the south and to many points within the State to the north.

Portland is the largest city in population in Maine and the hub of one of the important metropolitan areas in northern New England. It is a commercial, banking, trade and transportation center.

Portland has a large in-transit movement of petroleum products destined for Canada, while the woodpulp movement to the hinterland is fairly heavy. Two pipelines connect Portland with Montreal. The port, served by three main-line and one terminal railroad, handles sizeable quantities of grain, china clay, coal, newsprint, and lumber.

The immediate tributary area of Portsmouth Harbor comprises the city of Portsmouth, N.H., and the town of Kittery, Maine. The principal industries include the manufacture of shoes and gypsum products and the generation of electric power. Portsmouth is a distribution center for bulk fuel including coal and petroleum products, and it is the site of the important Portsmouth Naval Base. Manufacturing centers for textiles, leather products, and electrical equipment are within 15 miles of Portsmouth. Other nearby communities are engaged in leather manufacture. A gypsum plant is located just above Portsmouth, and it is the principal destination for inbound cargoes of gypsum. A floating power plant, a mercury vapor power plant, and regional bulk fuel distribution centers are located nearby.

The port, served by the Boston and Maine Railroad Company, handles principally coal, petroleum products, and gypsum.

Boston is the principal port of New England and the commercial capital of a heavily populated and highly industrialized region. It is served by three main line railroads. The construction of modern expressways, tunnels, and highway bridge crossings over the waters tributary to the harbor has served to expedite the movement of freight by truck. Major import commodities handled are petroleum, sugar, canned goods, woodpulp, lumber, textile fibres, iron ore, gypsum, crude rubber, chemicals, and chemical products. On the other hand, iron and steel scrap, grain, newsprint and other paper products, chemicals, rubber and leather manufactures, and industrial machinery are the most important export commodities handled. The leading tonnage commodities in the receipts category are petroleum products, lumber, and canned fruits and vegetables; whereas,

the leading tonnage commodities in the shipments category are paper products, chemicals, and metal manufactures.

Fall River is located in southeastern Massachusetts, about 20 miles southeast of Providence River and Harbor, R.I., and 13 miles northwest of New Bedford, Mass. The harbor includes the mouth of the Taunton River and the head and east side of Mount Hope Bay which forms the northeastern arm of Narragansett Bay.

The port is served by the New York, New Haven & Hartford Railroad as well as by highway and air facilities. The principal commodities handled are petroleum products and general cargo. Motor fuel, residual fuel oil, and petroleum asphalt account for most of the total tonnage.

Providence, R.I., is an important commercial port and an equally important coal and petroleum distribution center. The city is in the eastern part of Rhode Island, about 7 miles above the entrance to Providence River, and 27 nautical miles from the ocean by way of Narragansett Bay. The port is used primarily for the receipt of industrial bulk cargoes consumed by the manufacturing and distributing industries of Rhode Island and nearby sections of Connecticut and Massachusetts. As is the case at most of the coastal ports of the Nation, the principal commodities handled through the port are coal and petroleum. Bulk petroleum products are piped across the wharves of the oil companies serving the Rhode Island area. In addition to coal and petroleum, other waterborne commodities handled through the port include lumber, chemicals, and chemical products. Providence Harbor is served by but one rail carrier, the New York, New Haven & Hartford Railroad. This carrier is an important means of rail transportation in the States of Connecticut, Rhode Island, and Massachusetts. Excellent highway and air transportation provide an essential link between the port and the hinterland.

By reason of its geographic location, the coastline of Connecticut, including the ports of New London, New Haven, Bridgeport, and Stamford, is protected from the sea. To the east of the Plum Island and Fishers Island chain is Block Island Sound, which itself has protection from the sea by the southerly fork of Long Island and by Block Island. Thus three-fourths of the coast has the protection afforded by Long Island, and one-fourth is protected to a lesser degree by an island chain.

This geographic conformation effectually separates and differentiates the Connecticut coast from the rest of the Atlantic coastline of the United States. Its position is unique in another way in that it extends almost east and west, while the bulk of the Atlantic coastline of the United States runs northeasterly and southwesterly.

The geographic location of the Connecticut coastline has several important influences, mainly in protecting it from the action of the heavy seas of the Atlantic Ocean, influencing tidal conditions, and in protecting it from the powerful oceanic and littoral currents of the ocean fronts. Once a ship has entered the protected waters, it may navigate in smoother seas than if it were proceeding on courses to the south of Long Island.

The natural transportation lines of Connecticut run from north to south, corresponding roughly to the river valleys. These lines connect with the shoreline

route of the New York, New Haven & Hartford Railroad, which connects the city of New York, all shoreline ports in Connecticut, and the cities of Providence and Boston, and acts as a main east and west transportation line for Connecticut. Most of the major highway routes run in a north-south direction. In general, these major highway routes follow closely the pattern of the railroad routes within the State.

Petroleum and petroleum products are the leading commodities at each of the four Connecticut ports. In addition, New London handles molasses; New Haven - bituminous coal and lignite, chemical products, iron and steel scrap, and steel mill products; Bridgeport - bituminous coal, lignite, sand, gravel, scrap metal, ores, and shellfish; and Stamford - sand, gravel, and metal scrap.

Central Portion of the Atlantic Coast - The Central Portion of the Atlantic Coast extends from New York to, and including, Virginia. The six states involved - New York, New Jersey, Pennsylvania, Delaware, Maryland, and Virginia - had a total population of 42,446,339 in 1960.

Three of these States, New York, New Jersey, and Pennsylvania, together contain a little more than 100,000 square miles, and are smaller than the single State of Colorado. In 1960, these three States had a combined population of 34,168,452; whereas, in the same year Colorado had a population of only 1,753,947. On their southeastern border is the Atlantic Ocean and the major ports of New York and Philadelphia.

There are three physical regions in this group of States. The first of these regions borders the ocean and part of it consists of hilly lowland. The hilly part includes the southern corner of New York, northeastern New Jersey, and southeastern Pennsylvania. The southern coast of New Jersey is low and flat; and its rocks consist of clays, sands, and marl beds, which form a part of the uplifted sea bottom of the Atlantic coastal plain. Nearly all the land bordering the sea of this group of States is low and sandy. This coastal border area includes many large cities as well as numerous resorts and beaches.

The second physical region is a part of the Appalachian Mountains and contains several groups of highlands. The Adirondacks are a forested region in northern New York, with many peaks ranging from 3,000 to 5,000 feet in altitude. East of the Hudson River are the foothills of the Berkshires, and farther south are the highlands of the Hudson River valley.

The northwestern part of New Jersey is a region of wooded highlands, with forests and mines. Through Pennsylvania, from the Delaware River on the northeast, a number of long, even-topped mountain ridges extend across Maryland and West Virginia.

The third region is the northern part of the Appalachian Plateau. In eastern New York it is called the Catskill Mountains. Their steep cliffs overlook the Hudson River valley. The higher slopes of the Catskills are a region of forest-covered hills, some of the higher peaks rising to 3,000 or 4,000 feet above the sea.

Included in this highly populated, highly industrialized area are the ports of New York and Philadelphia. The port of New York, including portions of the

States of New York and New Jersey, is one of the greatest natural harbors in the world and has been the leading gateway for U.S. foreign trade for a century and a half.

The hinterland of the port comprises the largest manufacturing area and the greatest concentration of population in the United States. Twenty-two million people live in the two States, with New York State having a population of 16,782,304 in 1960. Within the port district, a vast commercial structure has been built. In addition to the magnitude of the port facilities, the port of New York is noteworthy for its organization and ability to handle the huge volume of waterborne commerce which passes through its portals.

During 1960, commodities of nearly every description were handled by the facilities of the port. Although a considerable amount of this tonnage was necessary to sustain the inhabitants of the immediate area and represented many of the products of its thousands of manufacturing enterprises, a large portion was transported between the port and inland points by barge, rail, motortruck, and air carriers.

Twelve line-haul railroads serve the port of New York and maintain extensive facilities for furnishing every type of freight handling service. Large fleets of marine equipment are operated by the rail carriers. Motortruck transportation plays a vital role in the long distance movement of freight for export in supplying the population of the area with necessary commodities, and in the local pickup and delivery of freight hauled from distant points by other trucks as well as by railroad, air, and water carriers. Transportation of commodities of almost every description are handled by airlines in an every increasing volume.

Of all the world's cities, New York is the most gigantic product of transportation. Nowhere else in the world is there such a supreme focus of routes by land and sea. None of the Nation's seaports equals the port of New York in the total value of its foreign commerce. In terms of cargo tonnage, it ranks first among American seaports in total tonnage and first in volume of imports and receipts of coastwise cargo, but its outbound movement of coastwise cargo is surpassed by that of several of our raw material ports.

The port of New York is the greatest ocean gateway of the North Atlantic. Inbound vessels bring large quantities of petroleum, coal, coffee, raw sugar, crude rubber, wood pulp, tin pigs and bars, bananas, vegetable oils, jute, cotton, wool, and lumber; while outbound vessels carry scrap iron and steel, wheat, leaf tobacco, apples, and many other commodities.

The seaport is centrally located in a densely populated, industrial and commercial area. It is the principal U.S. port handling our trade with Europe, and Europe has been this country's greatest market for exports and a leading source of our imports. The port's immediate hinterland is a great producer as well as a great consumer of goods. Farther inland lies a vast tributary territory that is unrivaled in size, productivity, and purchasing power.

Albany, the capital of New York State, is situated on the right bank of the Hudson River, about 143 miles north of New York City at the head of deep-water navigation. It is principally a transshipment port between oceangoing vessels and barges on the New York State Barge Canal. The port is enhanced by the city's position as a transportation center.

During the 1959 shipping season, the principal commodities handled through the port of Albany were petroleum, grain, wood pulp, sand, stone, and lumber.

In addition to being the capital of the State, Albany is a major distribution and transshipment point for goods delivered by railroads, trucks, and vessels. Cargoes are shipped by rail to points in New York State, New England, and the Midwest, or by connections with communities in the northern and southern parts of New England and northeastern Pennsylvania. The port is favorably situated with respect to the heavy motor freight traffic which serves the industrially and agriculturally rich Hudson and Mohawk River valleys. The trucking lines have access to the eastern and western sections of the State and connect with expressways extending into the Midwest and New England.

The Delaware Valley, encompassing portions of Pennsylvania, New Jersey, and Delaware, makes up one of the great industrial complexes of the Atlantic Coast. The waterway which links all of the area's myriad industries to the world's trading centers is the Delaware River. Spaced along the Delaware River for 135 miles inland are the ports of Philadelphia, Camden, Chester, Gloucester, Marcus Hook, Paulsboro, Wilmington, and Trenton.

The port of Philadelphia, together with Camden and Gloucester directly across the Delaware River from Philadelphia, comprises the heart of a highly diversified and expanding industrial complex extending from Trenton, N. J., to the mouth of the river in Delaware Bay. It contains more than 8,500 individual manufacturing establishments and a population of nearly 5 million people, with a heavy concentration of purchasing power. In Philadelphia alone, the population was 1,971,239 in 1960.

The port of Philadelphia is located at the junction of the Delaware and Schuylkill Rivers, 103 miles from its midharbor, at Chestnut Street, to Overfalls Lightship in the Atlantic Ocean. Directly opposite Philadelphia, on the left bank of the Delaware River, the port is flanked by Camden and Gloucester, N. J., both of which bear similar interrelated industrial and shipping activities to Philadelphia.

Much of the commerce received or shipped through terminals in the port is general cargo, petroleum and petroleum products, iron ore, chrome ore, manganese ore, bituminous and anthracite coal, and grains - all of which contribute greatly to the overall tonnage handled.

Three line-haul rail carriers furnish rail transportation facilities and services for the city and the port. A network of highways, expressways, and main streets serves the port and is well adapted to meeting the ever increasing motor freight traffic.

Camden, N. J., is primarily noted for its manufacturing and shipbuilding enterprises, and is located on the eastern shore of the Delaware River, about 86.5 miles above the Delaware Capes. Just below Camden and separated from it by Newton Creek is Gloucester, N. J., which is also the site of ship-building and manufacturing plants.

Although Camden and Gloucester are in two separate localities, their industrial and shipping activities are closely allied with those of Philadelphia.

The port of Wilmington, Del., serves a highly industrialized area immediately tributary to the area. Located within this area are various industries which consume the larger percentage of the imports of raw material and in turn manufacture the principal products of export.

Four line-haul carriers furnish rail transportation facilities and services for Wilmington and the Delaware River area below and above Philadelphia. These carriers maintain numerous interchange with other railroads enabling them to provide efficient movement of freight between the ports and other parts of the country.

Essentially the entire length of the Delaware River between Trenton, N.J., and New Castle, Del., is one continuous harbor. Within the 30-mile stretch of the Delaware River below the southern limits of the port of Philadelphia, there are located the communities and localities of Delaware City and New Castle, Del.; Pennsville and Deepwater Point, N.J.; Edge Moor, Del.; Pennsgrove, N.J.; Claymont, Del.; Marcus Hook, Pa.; Bridgeport, N.J.; Chester and Eddystone, Pa.; and Thompson Point and Paulsboro, N.J., including Wilmington, Del. on the Christina River at its junction with the Delaware River. Important oil refining and manufacturing centers are located in areas bordering this stretch as well as municipal and private waterfront terminal facilities.

Above the upper limit of Philadelphia, the localities at which waterfront facilities are located include Andalusia, Pa.; Burlington and East Burlington, N.J.; Bristol, Pa.; Florence and Roebling, N.J.; Penn Manor, Pa.; Fieldsboro and Trenton, N.J.; and Morrisville, Pa. These terminal locations serve a highly industrialized area where the main waterborne commodities handled include iron ore, petroleum products, and chemicals.

At Fairless, 6 miles below Trenton, the United States Steel Company has built a 1,000-foot-long slip to handle imports of iron ore from the Cerro Bolivar mines of Venezuela and from other countries.

Baltimore, Md., because of its geographical location, offers a short rail and motortruck haul to and from the principal producing and consuming centers in the inland East and the Midwest. The inland position of the port, 150 nautical miles north of the Chesapeake Capes, permits the ocean carrier to load or discharge cargo closer to the producing and consuming centers of the eastern hinterland and the Midwest than at other ports to the north. It is one of the most diversified centers of the Atlantic Coast with a population of 922,244 in 1960.

While a large portion of the export and import commerce of the port of Baltimore originates in or is destined for plants closely adjacent to the metropolitan area of Baltimore, much of the traffic using the port either originates in or is consigned to the great manufacturing and agricultural centers of the inland East and the Midwest.

With a virtually ice-free harbor, together with the availability of water terminals served by railroads, highways, and other utilities, Baltimore has attracted many industrial plants which receive their raw materials by water. Among these are major steel mills, copper refineries, sulfuric acid plants, gypsum products plants, oil refineries, fertilizer plants, and chemical plants.

Three trunkline railroads - Baltimore and Ohio Railroad, the Pennsylvania Railroad, and the Western Maryland Railway - and several smaller railroads, together with many of the Nation's foremost motortruck carriers, afford modern services.

The port of Baltimore has extensive facilities for handling metallic ores, petroleum, coal and coke, molasses, latex (natural rubber), and sugar. Large quantities of grain, bananas, fertilizer ingredients, coal, crude petroleum and petroleum products are handled in Baltimore each year and constitute some of the largest tonnages in the port's waterborne commerce.

Washington Harbor is located within the District of Columbia at the junction of the Anacostia River with the Potomac, which flows 108 miles to the Chesapeake Bay. By water it is 202 miles from Baltimore, Md., and northerly 195 miles from Norfolk, Va.

Washington Harbor has three channels - Washington Channel, Virginia Channel, and the Anacostia River. Washington Channel is an artificial waterway with commercial piers for excursion and transportation lines, yacht basins, boat sales, and repair yards. The Virginia Channel is along the Potomac River, includes the Georgetown and Rosslyn waterfronts, and is used for commercial and industrial purposes. The Anacostia River waterfront has facilities for handling bulk commodities and carries the largest volume of freight of any of the three channels.

The principal commodities handled through Washington Harbor include gasoline, distillate fuel oil, residual fuel oil, sand, gravel, and crushed rock.

The Washington, D.C., area is served by 7 railroads, 12 airlines, and a network of highways leading in all directions.

Alexandria, Va., is located on the Potomac River about 7 miles downstream from Washington, D.C. Vessel access to the Alexandria waterfront from the Atlantic Ocean is via Chesapeake Bay and the Potomac River. The channel in the Chesapeake Bay is 66 miles long, and the Potomac River channel is 91 miles long.

The waterfront extends for about 2 miles on the west bank of the Potomac River. It contains privately-owned properties characterized by a diversity of use. It is served by the Southern Railway with spur tracks connecting with industries and terminals in the area. A network of highways permits freight movement to and from the waterfront.

The principal commodities handled by the marine terminals include imported newsprint, domestic receipt of petroleum products, sand and gravel, and fertilizer materials.

Hampton Roads, Va., a great natural roadstead, is the approach to the important deep sea port complex of Norfolk, Newport News, Portsmouth, and South Norfolk, and to the towns of Hampton and Phoebus, the latter being well-known centers of the seafood industry. Old Point Comfort, at the entrance to Hampton Roads, is the site of the military reservation at Fort Monroe. It is a summer resort and a port of call for steamers plying the Chesapeake Bay area.

The Hampton Roads area is served by about 2,500 miles of navigable inland waterways. Rail service at Norfolk and South Norfolk is available via nine

trunkline railroads and a terminal beltline. Each of the main line railroads, with a single exception, operates waterfront terminals in the Norfolk-Portsmouth area. Newport News is the easterly terminus of the Chesapeake and Ohio Railway, which company owns much of the port's water frontage and has by the construction of extensive terminal facilities been largely responsible for the development of the port and the growth of its shipping activities. The terminals at Hampton, Phoebus, and Old Point Comfort have no direct rail connections.

Norfolk, Portsmouth, and Newport News are primarily coal transshipping ports, although their general cargo terminals are impressive. They also hold high rank as important centers of the shipbuilding and ship repair industry.

In addition to their favorable location on a great natural roadstead within the Central Portion of the Atlantic Coast, the Hampton Roads ports are the focal point for all modes of transportation. These primary advantages have been recognized by the military services which utilize the ports as bases of operation.

Progress in industrial development of new and established plants is noted throughout the entire area, with an awakening of interest spearheaded by strong industrial development agencies on both sides of Hampton Roads.

The future economic stability of the ports of Hampton Roads, Va., is assured by: (1) their excellent facilities for service to commerce and shipping, which have been developed by the railroads and other private interests; (2) their history as prime outlets for raw materials; and (3) their ability to move finished products in foreign and domestic trade.

The increase in activities at North Carolina's ports point out that progress of an encouraging nature has been taking place, and that modernization of the deepwater port facilities at Wilmington and Morehead City has contributed to the growth of these important shipping centers of the South Atlantic region.

Wilmington, N.C., with a population of 42,675 in 1960, is located at the head of deep sea navigation on the Cape Fear River. It serves the agricultural and rapidly growing industrial areas of its immediate hinterland. Transportation between the port and the interior is afforded by the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad, as well as by U.S. Highway Nos. 17, 117, 74, and 421, and by a network of navigable waterways.

Tobacco, one of North Carolina's principal agricultural products, has continued throughout the years to be one of the more important export items passing through the Wilmington terminals. Woodpulp has been prominent as an export commodity. Other items include sugar, molasses, pulpwood, petroleum and petroleum products, manganese, fertilizer, and military materiel.

Morehead City, N.C., located approximately 3 miles from the open sea, is North Carolina's only other port where facilities are available to serve the deep sea trades.

The port is provided rail service by the Atlantic and East Carolina Railway which has connections with regional main line railroads. Other transportation media available to Morehead City include the Atlantic Intracoastal Waterway, which affords access by shallow-draft vessels in protected waters to Atlantic

and Gulf coastal areas, and a network of hard surface roads connecting with the main line highways serving the hinterland.

Corn, tobacco, petroleum and petroleum products, grain, and industrial chemicals comprise most of the tonnage for the port.

Despite their relative closeness, there is little competition between the two ports. Rather, the two tend to complement each other. Both ports are equipped to handle general cargo, but the trend at Morehead City is toward specialized facilities and the handling of liquid and dry bulk shipments. It is also used by the military services. At Wilmington, the trend is toward the handling of general cargo.

The ports of South Carolina include Charleston, Georgetown, and Port Royal. All are located in the narrow belt on the Atlantic Coast which is identified as the Middle Atlantic Trucking Belt. Owing to its mild climate and adequate rainfall, cotton, soybeans, tobacco, and a variety of leafy vegetables stand among the crops which are being raised in abundance. In this belt the population has grown to 2,382,594. This is indicative of an unusual impending commercial growth. The greater portion of this population is benefited directly by the availability of port facilities for handling imports and exports as well as by intracoastal and intercoastal shipments.

The port of Charleston, S.C., a natural harbor lying 7½ miles from the open sea, is one of the principal South Atlantic seaports. Its terminal facilities are easily accessible the year round and approachable under practically all weather conditions.

The port is served by three trunkline railroads - Southern Railway, Atlantic Coast Line Railroad, and Seaboard Air Line Railroad - and two switching terminal lines. It is also accessible by three U.S. highways and one State highway. Charleston, which is nearly landlocked by outlying islands and portions of the mainland, is one of the important harbors of refuge on the South Atlantic Coast. Charleston, as well as Georgetown and Port Royal, forms part of the Atlantic Intracoastal Waterway, which provides safe passage for commercial tows and other shallow-draft vessels unsuited for navigation on long stretches of the open Atlantic Ocean.

Petroleum and petroleum products, bananas, metals, chemicals, and fertilizer materials are some of the more important commodities handled.

Port Royal, S.C., is 7 miles south of Beaufort, S.C., 57 miles southwest of Charleston, S.C., and 23 miles northeast of the entrance to Savannah, Ga. It is essentially a new port in an extensive harbor. The new pier is equipped with a concrete transit shed containing 64,000 square feet of storage space. The facility is accessible by paved approaches which join U.S. Highway No. 21 and by the wharfside tracks of the Charleston and Western Carolina Railroad which feed to main railroad lines.

By water, the port is accessible by a channel across the ocean bar and reaching through Port Royal Sound for 13.2 miles; thence, by a channel in the Beaufort River and Battery Creek for 7 miles.

Construction products such as cement, lumber, wire, and steel have been imported across the new Port Royal terminal, and dried milk has been its major export.

Unlike new Port Royal, Georgetown, S.C., has been an operating port with freighters discharging and loading cargo at the International Paper Company's wharf. This is one of the largest integrated kraft paper mills on the Atlantic Coast. In 1959, a new general cargo facility was completed similar to the one at Port Royal. It is served by a concrete transit shed, rail tracks of the Seaboard Air Line Railroad, and U.S. Highway Nos. 17, 701, and 521.

The improved deep channel will expand the port's ability to handle ocean shipping and is expected to stimulate the growth of industry in the adjacent areas.

Georgia has a frontage of approximately 100 miles on the Atlantic Ocean. Along this stretch of coast are located ports that offer opportunities for the entrance of oceangoing vessels. One of these ports is Savannah.

Savannah, Ga., an industrial city and rail center, is located on the south bank of the Savannah River which is the boundary between Georgia and South Carolina. This is the approximate center of the South Atlantic Coast, which is considered to be that portion of the coast lying south of Hampton Roads, Va., at about the latitude of Cape Hatteras, off the North Carolina coast. It is the second largest city and the chief port in Georgia.

For years, the most important commodities flowing through this South Atlantic gateway were cotton, naval stores, and lumber. To this list today have been added such items as oil, sugar, nitrates, jute, tea, gypsum, iron and steel, all kinds of finished goods, and many important agricultural products.

Savannah combines all forms of developed transportation at one convenient location and affords local industries many advantages which accrue through modern transportation. Inland and coastal waterways permit economical barge service and have been extensively employed for assembling industrial materials and cargoes for overseas shipment. Five line-haul rail carriers operate numerous lines converging at Savannah. They reach many States by their own rails, and through their connections provide excellent coverage of much of the area east of the Mississippi River. U.S. Highway Nos. 17, 17A, 80, and 280 provide access either directly or by interconnection to all sections of the Nation.

The combination of transportation facilities available at a central location on the South Atlantic seaboard makes Savannah the natural outlet for much of the mineral, forest, agricultural, and semimanufactured resources of Georgia and the southeastern quarter of the United States.

Brunswick, Ga., with a population of 21,656, is located in the southern part of Georgia and is on the coastal plain bordering the Atlantic Ocean. The port of Brunswick, located in a natural, protected harbor, is approximately midway between Savannah, Ga., and Jacksonville, Fla., the highway distances being 78 miles to Savannah and 77 miles to Jacksonville, It is traversed by the Atlantic Intracoastal Waterway which enters St. Simons Sound from the Frederica River on the north and from Jekyll Creek on the south. The port is served by the Southern

Railway and the Atlantic Coast Line Railroad providing services by connection to every section of the country. Three main highways pass through or terminate at Brunswick and offer direct connection with the principal industrial and agricultural areas of the South.

The new Brunswick State Docks, completed in 1960, focused attention on industrial as well as port growth. The Allied Chemical Corporation, Brunswick Pulp and Paper Company, Olin-Mathiesen Chemical Corporation, Bestwall Gypsum Company, Hercules Powder Company, Babcock and Wilcox Company as well as numerous seafood, furniture, railroad, and petroleum companies have added zest to the shipping activities since the provision of the deep-draft channel.

The port of Jacksonville, Fla., lies 22 miles inland from the Atlantic Ocean at an elevation that varies from 10 to 25 feet above sea level. The population of Jacksonville and the State of Florida has been on a consistent upward trend. As of 1960, the Jacksonville population was estimated to be 235,300.

Jacksonville is a landlocked, sheltered port serving a territory abundant with agricultural and forest products. It is the gateway to Florida from the north and northeast for all modes of transportation and is a principal industrial and distribution center. Excellent rail, truck, and air facilities are available. Four line-haul carriers, the Atlantic Coast Line Railroad, the Florida East Coast Railway, the Seaboard Air Line Railroad, and the Southern Railway, furnish rail transportation facilities and services for Jacksonville. U.S. Highway Nos. 1, 17, 23, and 90 also serve the port.

A wide range of products are manufactured and processed in the area as the result of a healthy and evenly distributed year-round economy. Some of the principal industries, in addition to military installations and the railroads, are, food and food products, chemicals and allied products, printing and publishing, lumber and lumber products, machinery, paper and paper products.

The rapid growth of the paper and pulp industry in northern Florida has been an important factor in the steady volume of commerce moving through the port. Woodpulp and kraft paper products are leading commodities among shipments moving by barges along the inland waterway and by ocean freighters to all parts of the world.

Jacksonville, in common with other Atlantic Coast ports, has sufficient facilities to meet the needs of present commerce but is in various stages of planning new and improved port facilities to meet the needs of the future.

The port of Palm Beach, Fla., is located about 71 miles north of Miami Harbor on a salt water sound known as Lake Worth. This body of water, about 20 miles long, $\frac{1}{4}$ to $1\frac{1}{2}$ miles in width, and somewhat paralleling the coast line, is generally shallow in depth except for the federally improved channels. The Atlantic Intracoastal Waterway traverses Lake Worth and passes through the port's turning basin. Palm Beach is served by the Florida East Coast Railway and the Seaboard Air Line Railroad with connecting lines serving the entire port area.

Although the economy of the area surrounding the port is chiefly built around its tourist trade, the outlying area produces important crops and their by-products. These include principally winter vegetables, raw sugar, blackstrap

molasses, cattle and cattle feed, kenaf and ramie. Of the many varieties of vegetables grown in this section, the largest crops are beans, cabbage, celery, and tomatoes. The production of sugar and its by-products is the largest single industry. Other industries located around the city and port manufacture boats, concrete products, dairy products, beverages, bakery goods, glass, and preserves.

Tropical fruits, sugar, bones, building materials, machinery, lards and fats, meat, cement, aggregates, and oil were among the most important commodities moved by water during 1959.

Port Everglades, Fla., located on the lower coast of Florida, is about 23 miles north of Miami and about 48 miles south of the port of Palm Beach. Part of the port area is in Fort Lauderdale and part in Hollywood.

Piers 5 and 6 have been improved by the construction of transit sheds and other buildings along the bulkheads and by a number of storage facilities for petroleum products, molasses, lumber, cement, and other waterborne commodities. A port-operated switching railroad, the Port Everglades Belt Railway, connects the harbor facilities with two main line railroads including the Florida East Coast Railway and the Seaboard Air Line Railroad. A Federal highway passes through Fort Lauderdale and Hollywood, just west of the port area. The Atlantic Intracoastal Waterway passes through the port turning-basin, and is used by barges for transporting petroleum products from Port Everglades.

This port primarily handles consumer goods. Petroleum products and building materials have accounted for all but a small percentage of the total annual tonnage.

Miami Harbor, Fla., is in Biscayne Bay, a shallow, salt water sound near the southern end of the Florida peninsula. The bay is separated from the ocean by a narrow peninsula and a chain of small islands.

The economic activity of this area is chiefly concerned with meeting the requirements of tourists and agriculture. Most of the oceanborne commerce of the port is generated in Dade, Broward, and Palm Beach Counties. The combined population of these three counties was 1,475,568 in 1960.

The port provides adequate clearance facilities by rail, water, highway, and air. Two trunk line railroads - the Florida East Coast Railway and the Seaboard Air Line Railroad - as well as U.S. Highway Nos. 1, 27, and 441, and numerous airlines connect the port either directly or through interconnections with all principal cities in the United States. Miami also receives the benefit of the Atlantic Intracoastal Waterway, which extends from Cape Ann, Mass. to Key West, Fla.

South Florida's growth industrially within the last decade is proportionate to the area's spectacular growth as a major market for retail goods. To keep pace with this growth, the construction of a new port began in October 1960 and work is about 5 years from completion. The provision of the new port in Biscayne Bay to handle passengers and general cargo is only part of the project. The plan not only provides for a carefully landscaped terminal in the middle of Biscayne Bay, but also for clearing the present harbor of all existing port facilities, filling the area thus cleared, and converting this 80-acre tract into a modern

bayside development of office buildings and apartment houses near to the heart of the city. Administrative buildings, a seaplane base, a heliport, and a drydock area will also be included.

In spite of the fact that the present port facilities are to be cleared when the new terminals are completed, the annual port business has generally increased. In 1960 some 155,000 passengers passed through the port and in 1961 the total was expected to be around 175,000. A further increase in both passengers and general cargo is anticipated when the new port is completed.

Atlantic Coast Railroad Network

Few aspects of cultural environment reveal the character of an area more clearly than its railway pattern. Americans have built a dense rail web from the Atlantic Coast westward to the semiarid climate line. East from this line, ample rainfall supports a productive and diversified agriculture. Population ranges from moderate to dense.

The numerous navigable rivers and the great number of highways and railroads radiating in every direction form a dense traffic pattern over most of this part of the country.

The network of railroads is heaviest in the northeastern quarter of the United States. The outstanding urban, industrial, and commercial developments of this section of the country give rise to maximum density of both trackage and traffic. Within this area occur the greatest use of multiple tracks and the most frequent operation of trains. Railroads east of Chicago and St. Louis and north of the Ohio and Potomac Rivers carry approximately two-thirds of the Nation's railway passengers and nearly one-half of the railway freight.

Although large quantities of freight move continuously in every direction, the largest flow of traffic is eastbound. Vast shipments of food and raw materials are destined for the big industrial cities of the Atlantic Coast and for export.

When viewed as a whole, the freight traffic of the northeastern quarter of the United States tells a story of incoming raw materials, of outgoing manufactures, of the handling of food and clothing, of constructing buildings, and of supplying factories and homes with fuel. It also reveals the location of heavy industry and the influence of coal and iron.

For years New York and Chicago have been the Nation's greatest traffic focal points. The opening of the Erie Canal in 1825 gave New York easy access to the Middle West. In 1853 rail service was inaugurated between New York and Chicago. Eventually, the commercial influence of the Central Portion of the Atlantic Coast became so important that the major east-west railroads found it profitable to extend their lines or to route their traffic over other roads to the Atlantic Coast between Baltimore and New York.

The rail web of the South Atlantic Coast is not nearly as dense as that of the North Atlantic Coast, and carries considerably less freight. Most major railroads extend north and south on this coast, whereas east-west rail lines predominate in the rest of the Nation.

In spite of the rapid growth of cities and industrial activities in recent decades, the economy of the South Atlantic Coast continues to be based primarily on its agriculture. Supported by a large production from forests, fields, pastures and mines, the South Atlantic Coast ships out more tons of freight than it receives.

One stream flows to world markets and the other to widespread domestic markets. A third stream of traffic moves inland from South Atlantic ports via rail and highway to supply markets north of the Ohio and Potomac Rivers with large quantities of lumber, cotton, fruits, vegetables, tobacco, livestock, coal, sulfur, and other products.

Atlantic Intracoastal Waterway

A protected coastal waterway route along the Atlantic Coast has been provided whereby commercial tows and other light-draft vessels not suited to navigate long stretches of the open waters of the Atlantic Ocean may safely move between all coastal points from Massachusetts to Florida. By improving and interconnecting the many natural coastal waterways, a well-protected waterway is available, except for a few gaps along the Atlantic Coast, from Cape Ann, Mass., to Key West, Fla. In addition, the construction of a barge canal across northern Florida, between the St. Johns River and the Withlacoochee River, is planned as a connecting waterway for Intracoastal Waterway traffic between the Atlantic and Gulf Coasts.

The northernmost section of the Atlantic Intracoastal Waterway is the Annisquam Canal, in Massachusetts, about 23 miles northeast of Boston, which extends across the base of Cape Ann from Ipswich Bay on the north to Gloucester Harbor on the south. From Gloucester Harbor, the route traverses the open waters of Massachusetts Bay to Boston; thence, through Massachusetts Bay, the Atlantic Ocean, and Cape Cod Bay to the Cape Cod Canal. From the Cape Cod Canal, the route traverses the partially protected waters of Buzzards Bay and the open waters of the Atlantic Ocean and Block Island Sound.

By-passing Long Island Sound and New York Harbor, a route is provided by the Long Island Intracoastal Waterway which passes through Gardiners Bay, Shelter Island Sound, and Little and Great Peconic Bays, traverses the protected shallow bays along the south shore of Long Island to East Rockaway Inlet, and then crosses open waters to rejoin the main route off Sandy Hook.

From Manasquan Inlet, N.J., south, two routes are available: one continuing along and off the New Jersey coast, the other through the Manasquan Inlet and the New Jersey Intracoastal Waterway, down the coast and through Cape May Canal into Delaware Bay.

From the junction of these two routes in Delaware Bay, off Cape May Canal, the waterway passes through open waters in Delaware Bay and River to Reedy Point, Del., where it enters the Chesapeake and Delaware Canal. The route then traverses open waters in Chesapeake Bay to Hampton Roads, Va. The waterway continues in a generally southerly direction through Hampton Roads, the Elizabeth River, and the southern branch of the Elizabeth River. These waters successively serve the Virginia ports of Hampton, Newport News, Norfolk, and Portsmouth.

The inland waterway from Norfolk, Va., continues southward via Alligator River to Beaufort Inlet, N.C. From Beaufort Inlet, N.C., the waterway follows the sounds, streams, and marine marshes along the coast and enters Cape Fear River about 13 miles below Wilmington, N.C. Leaving Cape Fear River, it again follows coastal streams and marshes where it connects by a land cut with the Waccamaw River at Enterprise, S.C., and continues to Winyah Bay. Leaving Winyah Bay via the Estherville-Minim Creek Canal, the waterway follows coastal waters and marshes, with connecting cuts, passes directly by Charleston, S.C., and thence by stream and land cuts reaches Beaufort, S.C. Continuing south and southwestward, the waterway crosses the Savannah River about 8 miles below Savannah, Ga. From this point, the route becomes more southerly and crosses St. Johns River about 13 miles below Jacksonville, Fla., passes Daytona Beach and Palm Beach, Fla., and enters Biscayne Bay at Miami, Fla. From Miami it continues southward for 63 miles to the open waters of Florida Bay west of the Florida Keys.

GENERAL PORT DATA

The following table is designed to show in tabular form certain general characteristics of selected ports on the Atlantic Coast and includes: location, population, tides, weather data, precipitation and deepest draft vessel using each port in 1960. These data reflect general information, particularly with reference to channel depths and tides. For navigational purposes, use should be made of official hydrographic charts and tide tables.

TABLE I
UNITED STATES ATLANTIC COAST
GENERAL PORT DATA

NAME OF PORT	LOCATION		POPULATION 1/	TIDAL RANGE 2/		WEATHER DATA 3/ TEMPERATURES (Degrees Fahrenheit)				ANNUAL PRECIPITATION	DEEPEST DRAFT VESSEL USING PORT (feet) 4/	
	Lat. - N.	Long. - W.		Mean	Spring	Normal		Extreme			Passenger and/or Dry Cargo	Tanker
	° '	° '		(ft.)	(ft.)	Jan.	July	High	Low	(inches)		
NORTH ATLANTIC												
Searsport, Me.	44 27	68 55	1,839 5/	10.0 5/	11.5	--	--	--	--	--	--	--
Portland, Me.	43 40	70 15	71,787	8.9	10.2	21.8	68.1	103	-39	42.85	31	39
Portsmouth, N.H.	43 05	70 45	25,146	7.8	9.0	--	--	--	--	--	30	35
Boston, Mass.	42 21	71 03	682,303	9.5	11.0	29.9	73.7	104	-18	42.77	37	38
Fall River, Mass.	41 42	71 10	99,427	4.4	5.5	29.7	72.6	--	--	45.28	31	33
Providence, R.I.	41 48	71 24	207,496	4.6	5.7	29.2	72.1	102	-17	42.13	31	38
New London, Conn.	41 21	72 05	31,599	2.6	3.1	31.8	72.8	100	-17	45.79	29	35
New Haven, Conn.	41 16	72 55	149,501	6.2	7.3	29.6	71.9	101	-15	46.02	31	35
Bridgeport, Conn.	41 10	73 11	155,645	6.8	8.0	30.2	73.7	103	-20	44.89	30	34
Albany, N.Y.	42 39	73 45	128,011	4.6	5.0	22.7	72.1	100	-26	35.08	28	28
New York, NY & NJ 6/	40 42 6/	74 01 7/	7,710,346	4.4	5.3	32.9	74.6	102	-14	44.22	40	32
Trenton, N.J.	40 12	74 46	114,015	6.8	7.1	33.1	76.0	106	-14	41.28	20	13
Camden, N.J.	39 57	75 08	115,363	5.9	6.2	--	--	--	--	--	30	35
Philadelphia, Pa.	39 57	75 08	1,971,239	5.9	6.2	32.3	75.6	106	-11	42.48	36	44
Wilmington, Del.	39 44	75 33	94,234	5.7	6.0	33.4	76.0	102	-4	44.56	33	33
Baltimore, Md.	39 16	76 35	922,264	1.1	1.3	34.8	76.8	107	-7	43.05	39	39
Washington, D.C.	38 52	77 02	745,610	2.9	3.3	36.5	77.8	106	-15	41.44	21	16
Alexandria, Va.	38 48	77 02	90,385	2.8	3.2	36.9	76.2	106	-15	40.72	25	16
Norfolk, Va.	36 51	76 18	276,897	2.8	3.4	41.2	78.8	105	2	44.94	35	36
Portsmouth, Va.	36 49	76 18	106,884	2.8	3.4	--	--	--	--	--	--	--
Newport News, Va.	36 58	76 26	113,681	2.6	3.1	--	--	--	--	--	38	37
Hopewell, Va.	37 19	77 16	17,861	2.6	3.0	41.5	79.2	104	-10	43.68	33	32
Richmond, Va.	37 32	77 25	218,486	3.5	4.0	38.7	78.1	107	-12	44.21	33	29
SOUTH ATLANTIC												
Morehead City, N.C.	34 43	76 42	5,596	2.8	3.4	--	--	--	--	--	28	34
Wilmington, N.C.	34 14	77 57	42,675	3.7	4.0	47.9	80.0	104	5	51.29	30	34
Georgetown, S.C.	33 22	79 17	12,174	3.3	3.9	48.8	80.8	104	4	46.41	26	--
Port Royal, S.C.	32 22	80 41	--	7.2	8.5	--	--	--	--	--	--	--
Charleston, S.C.	32 47	79 55	60,288	5.1	6.0	50.3	80.1	104	7	49.16	32	35
Savannah, Ga.	32 05	81 05	147,537	7.4	8.6	51.7	81.3	105	8	48.91	32	33
Brunswick, Ga.	31 09	81 30	21,656	7.3	8.5	55.4	82.4	--	--	53.32	32	--
Fernandina, Fla.	30 41	81 28	7,110	6.4	7.5	56.6	82.0	104	18	49.98	29	--
Jacksonville, Fla.	30 19	81 39	197,948	1.2	1.4	55.9	82.6	105	10	53.36	34	34
Canaveral, Fla.	28 26	80 34	--	3.5	4.1	--	--	--	--	--	29	31
Fort Pierce, Fla.	27 28	80 17	25,113	2.6	3.0	64.8	81.6	--	--	55.27	19	--
Palm Beach, Fla.	26 46	80 03	5,711	1.8	2.1	66.9	82.6	101	31	61.70	27	27
Port Everglades	26 06	80 07 8/	81,806	2.5	3.0	--	--	--	--	--	32	34
Miami, Fla.	25 47	80 11	284,492	2.0	2.4	66.9	81.8	100	28	59.76	29	29

1/ Source: Census of Population - 1960 - Preliminary Reports, Bureau of Census, Department of Commerce.
2/ Source: Tide Tables - 1961 - Coast and Geodetic Survey, Department of Commerce.
Tidal Range: The mean range is the difference in height between mean high water and mean low water. The spring tide is the tide that results when the sun and the moon are in conjunction.
3/ Source: Weather Bureau, April 1962.
4/ Source: Waterborne Commerce of the United States - 1960 - Corps of Engineers, Department of the Army.
5/ Tidal ranges as are given for Belfast, Maine.
6/ Coordinates given are for Manhattan.
7/ Population figures reflect total for New York City only.
8/ Population figures reflect total for Fort Lauderdale.

In the management and administration of U. S. seaports, there is a wide variation in the powers and duties exerted by local port authorities whose activities may vary with the functions performed, the size of the port, the number of functions to be performed, the size of the staff to be employed, and the scope of the port's legal jurisdiction. In some ports, practically all terminal facilities are owned and operated by railroads or other private interests and the local port authority performs only perfunctory administrative and regulatory functions. In the opposite extreme practically all facilities are publicly owned and operated under the control of the port authority.

The activities of some of the port administrative organizations are limited to traffic matters, promotion of business, and certain regulatory work. Others not only build, own and operate wharves, warehouses, grain elevators and similar port facilities directly connected with maritime trade but are engaged in enterprises having only an indirect connection with what is ordinarily considered port operation. Enterprises which some of these bodies are authorized to undertake include the construction and operation of vehicular tunnels and toll bridges, airports, central freight terminals, motortruck terminals and bus terminals.

Several of the port administrations on the Atlantic Coast are in the process of reviewing their powers and functions for the purpose of enabling the port to perform more effectively its functions for the benefit of the community which it serves.

The classification of ports according to function, political status, and organization is presented in the following table:

TABLE II

CLASSIFICATION OF UNITED STATES PORT AUTHORITIES
BY (A) FUNCTION, (B) POLITICAL STATUS, AND (C) ORGANIZATION

(A) FUNCTION

1. Navigation Agencies

A more common type of port agency is one whose functions relate to navigation into and out of the harbor. Some port authorities, state or local, have the responsibility of establishing the rules and regulations of pilotage and the licensing and selecting of pilots and many of them provide for harbor masters who normally control the movement of vessels to and from berths in the harbors. The usual arrangement for the control of pilotage is to have a state pilotage commission which is appointed by the governor or a local committee or commission which is appointed by the mayor.

2. Traffic (trade) Promotion and Protection Agencies

In some ports the matter of promoting trade is dealt with by the port authority's staff members who, as trade specialists, devote most of their time to this task. However, in the larger ports there may be an independent port traffic bureau promoted jointly by the port organization and the local Chamber of Commerce. The matter of trade solicitation is usually carried on in cooperation with the traffic department of the port and includes personal solicitation as well as solicitation by mail with potential users within the port's hinterland. Shippers are reminded of the port's favorable rates, frequency of sailings, and money-saving possibilities and they are urged to contact carriers, terminal operators, freight forwarders and others who will furnish this desired service. Port traffic bureaus attempt to protect the given port city in any adjustment or proposed adjustment of export and import rates relating to competition with other ports.

3. Waterfront Administrative Agencies

This category includes those agencies whose functions cover nearly all facets of port administration and who control the waterfront within the particular port and in exceptional cases the area of such jurisdiction may extend along channels beyond the local harbor. There is wide variation in the functions performed by waterfront administrative agencies but some of the more important powers held by many of the ports include the following: Dredging of slips; assignment of berths; leasing of facilities; establishment and collection of charges at public facilities; development of industrial sites; power of eminent domain; development of port, including financing arrangements. Some ports furnish complete terminal services including handling of cargo.

(B) POLITICAL STATUS

1. Local (government) Municipal or County Agencies

Local administration, which is predominate in United States port authorities, includes municipal and/or county port agencies comprised of local officials either appointed or elected, who serve as port commissioners.

2. District Agencies

A district agency may consist of a portion of a county, several counties, or portions of several counties. It exercises the powers of a port district and consists of members elected by voters of one or more cities and counties in the district. It is authorized to construct, operate, and maintain facilities, equipment or improvements necessary for the operation of the port. Among its other powers may be listed the right to locate, construct, repair and maintain landing places for railroad cars, airports and belt-line railways together with industrial tracks and spurs necessary for the requirements of commerce.

3. State Administrative Agencies

A State Administrative agency is established when state interests are involved. Its members are normally appointed by the Governor of the State or elected by the State as a whole. It acts as an agency of the state, often with the rights, powers and immunities incident to corporations and necessary to enable it to carry out the duties and obligations imposed upon it by State law. These usually include the power and authority over the development and operation of port lands and facilities under its jurisdiction, the issuance of bonds to provide for such development, and other authorities tending to promote and regulate the commerce and development of the port as a whole.

4. Multiple-State Agencies

Multiple-state agencies are established by two or more states as a result of mutual interest in the development of the metropolitan area with the port area as the focal point. This type agency represents a form of regional government beyond the usual framework of the federal system. The multiple-state agency requires the enactment of parallel legislation between the states and a compact approved by the Congress.

This type agency operates under the direction of Commissioners appointed by the Governor of each state and is usually a self-supporting, non-political regional agency.

(C) ORGANIZATION

1. Governmental Department Agency

The departmental agency may be the executive or commission type of governing organization with wide variations existing in functions performed. The executive type may be a separate departmental agency, such as a "Department of Port Facilities," or be handled by or be an organization part of another departmental agency, such as a "Department of Public Works," staffed exclusively by governmental employees. The Commission type would consist of a number of commissioners appointed by the political entity involved (city or county) to establish policy and oversee the functions and operations of the departmental employees staffing the agency. Such commissions would not be independent in the manner outlined in 2. below.

2. Independent Commission

The independent Commission has been widely employed by the state governments and many municipalities as a means of regulating public utility industries. The two principal objects in the development of these have been to set up a responsible body which would be largely removed from politics and provide an agency which would condone legislature, judicial, and administrative powers. The rather extensive use of the independent commission type suggests an emphasis upon regulation as a means of bringing about an orderly development and use of the port.

Unlike a public corporation, the independent commission does not have the right to sue and to issue securities under its own corporate name. However, it has extensive powers and functions including the right to acquire land and facilities and to do so by condemnation proceedings if necessary; to plan the physical and economic development of the port; to construct facilities within the port; and in some cases to regulate privately-owned terminals. Some have far-reaching authority and jurisdiction in the development and control of the port.

The members may be elected or appointed by the governor or the mayor. Often nominees are advanced by truck, commerce, steamship and railroad interests. This tends to bring together the specialized knowledge of the several maritime and trade groups in the development and operation of the port.

3. Public Corporation (bi-state, state or local)

The public corporation has proved to be even more popular than the independent commission for port administration. It is independent of the political unit, state or local, which created it. As a corporation it may sue and be sued, incur debt, enter contracts under its own seal and issue securities in the name of the corporation.

TABLE II
CLASSIFICATION OF UNITED STATES PORT AUTHORITIES
BY (A) FUNCTION, (B) POLITICAL STATUS, AND (C) ORGANIZATION
(Continued)

(A) FUNCTION

4. Transportation Authorities

Several administrative agencies in addition to duties involving port facilities render a degree of jurisdiction over such ancillary facilities as bridges, tunnels, airports, ferries, highways, and inland warehouses in the particular metropolitan area. In some instances power is delegated to the agency to construct, maintain or regulate such facilities.

(B) POLITICAL STATUS

(C) ORGANIZATION

3. Public Corporation (bi-state, state or local) (Continued)

A bi-state corporate body enjoys broad directives for the development of the port areas and the administrative body is a commission appointed by the governor of the states involved. The action of such a body is subject to the veto of the governor of the state in which a proposed activity is to take place.

The state corporation is administered by a commission whose members generally have their terms staggered so as to provide for a continuing body in accordance with usual practice. The governor nominally appoints the members, often from nominations made by local organizations, or they are selected from commercial life.

The local, county or municipal or combination municipal-county corporations are popular in the United States. The local corporate bodies are administered by a Board of Commissioners whose members in the majority of cases are appointed by the local city authorities or Board of Supervisors of the county or they are elected by electors of the port district.

4. Private Corporations

This type of port organization is typified at Richmond, California, where the city owned facilities are operated under lease by the Parr-Richmond Terminal Company. The city maintains and repairs facilities and keeps channels and roads open; the company provides personnel and direction for operating the facilities; revenues are divided according to lease arrangements.

TABLE III
UNITED STATES ATLANTIC COAST

Port Administration

Port	Name of Organization	Port Classification Key *	Port Official in Charge	Remarks
MAINE				
Searsport	Privately owned facilities	-	-	Promotion and solicitation by the Maine Port Authority.
Portland	Maine Port Authority	A 1-3, B 3, C 2	Edward Langlois, General Manager Maine State Pier Portland 3, Maine	Performs terminal services.
NEW HAMPSHIRE				
Portsmouth	New Hampshire State Port Authority	A 1-3, B 3, C 2	Eugene P. Soles, Chairman County Court House Portsmouth, New Hampshire	Pilotage under jurisdiction of State Board of Pilotage. Harbormaster supervises the harbor and river pertaining to regulations and controversies between vessel operators.
MASSACHUSETTS				
Boston	Massachusetts Port Authority	A 1-4, B 3, C 3	Edward J. King Executive Director 111 Milk Street Boston 9, Massachusetts	Performs terminal services; Operates airport and toll bridge.
Fall River	Fall River Port Authority	A 3, B 1, C 1	Julius Grozen, President State Pier Fall River, Massachusetts	Commonwealth of Massachusetts exercises administrative control through the Department of Public Works and appoints Harbormaster.
RHODE ISLAND				
Providence	Department of Public Works City of Providence	A 2 & 3, B 1, C 1	James J. Fisher, Port Agent Municipal Wharf Providence, Rhode Island	Harbormaster and port agent supervises the municipal terminal and prescribes regulations and gives directions for anchorage and control of all vessels.
Providence	Rhode Island Department of Public Works	A 1 & 3, B 3, C 1	John F. Capaldi, Director State Office Building Providence, Rhode Island	Administers State functions in connection with ports; has jurisdiction over State Pier No. 1; and examines pilots.
CONNECTICUT				
New London	Commissioners of Steamship Terminals	A 1-3, B 3, C 1	Bertram M. Rossiter, Managing Dir. State Pier New London, Connecticut	Harbormaster regulates anchorage, movement and berthing of vessels.
New Haven	Board of Harbor Commissioners	A 1-3, B 1, C 1	Clement Laurello New Haven Terminal New Haven, Connecticut	Harbormaster supervises anchorage and berthing of vessels.
Bridgeport	Port of Bridgeport	A 1-3, B 1, C 1	Bernard Houriban, Harbormaster 460 Washington Avenue Bridgeport, Connecticut	Harbormaster responsible for policing harbor, anchoring vessels and has charge of City's Wharf property.
NEW YORK				
Albany	Albany Port District Commission	A 1-3, B 1-2, C 1	Frank W. Dunham, Jr., General Manager Administration Building Albany 2, New York	Among other powers, has the authority to develope and operate port facilities, fix rates and charges, and to do all things to improve marine activities.
New York	Port of New York Authority	A 1-4, B 4, C 3	Austin J. Tobin, Executive Director 111 - 8th Avenue New York 11, New York	Finances, constructs, and operates major airports, bridges, tunnels, piers and wharves, railroad, truck and bus terminals in New York and New Jersey.
New York	New York City Department of Marine and Aviation	A 2-4, B 1, C 1	Roy T. Cowdrey, General Manager Battery Maritime Building New York 4, New York	Responsible for construction and operation of pier properties. Operates ferry services. Has jurisdiction over airports, seaplane bases and heliports in New York City.

TABLE III
UNITED STATES ATLANTIC COAST
(Continued)
Port Administration

Port	Name of Organization	Port Classification Key *	Port Official in Charge	Remarks
NEW JERSEY				
Trenton	City of Trenton	-	-	City-owned facilities leased to private terminal operator.
Camden	South Jersey Port Commission	A 2&3, B 3, C 2	John L. Candlish, General Manager Foot of Beckett Street Camden 1, New Jersey	Performs terminal services. See Delaware River Port Authority.
PENNSYLVANIA				
Philadelphia	Division of Port Operations Department of Commerce	A 2&3, B 1, C 1	Peter Schauffler, Dep. Dir. of Commerce for the Port Pier No. 4, S. Philadelphia 6, Pa.	Has control and supervision of City wharves and storage properties; supervises private water front improvements; dredges city docks.
	Delaware River Port Authority	A 1-4, B 4, C 3	Paul MacMurray, Exec. Director Port Development Department Benjamin Franklin Bridge Plaza Camden 2, New Jersey	Has port improvement, development, promotion and solicitation responsibilities in all Pennsylvania and New Jersey ports on Delaware River. Cooperates with other bodies in port district.
Chester	Privately owned facilities	-	-	Promotion and solicitation by Delaware River Port Authority.
DELAWARE				
Wilmington	Board of Harbor Commissioners	A 1-3, B 1, C 3	J. C. Cathcart, Manager P. O. Box 1191 Wilmington, Delaware	Cooperates with Delaware River Port Authority.
MARYLAND				
Baltimore	Maryland Port Authority	A 1-3, B 3, C 3	Joseph L. Stanton, Executive Director Pier 2, Pratt Street Baltimore 2, Maryland	Broad responsibilities of the ports of the State include programs to increase commerce, protect traffic, and develop port.
DISTRICT OF COLUMBIA				
Washington, D. C.	Privately owned facilities	-	-	-
VIRGINIA				
Alexandria	City of Alexandria (Privately owned facilities)	-	E. G. Heatwole, City Manager City Hall Alexandria, Virginia	See Virginia State Ports Authority.
Norfolk	Norfolk Port and Industrial Authority	A 2-4, B 1, C 3	Michael M. Mora, General Manager 1500 Maritime Tower Norfolk 10, Virginia	Major function in maritime field is to increase commerce of Norfolk; operates Norfolk Municipal Airport.
	Virginia State Ports Authority	A 1-3, B 3, C 3	David H. Clark, Executive Director Maritime Tower Norfolk 10, Virginia	Power to coordinate, develop, advise, foster and stimulate commerce and perform any act that fosters commerce within the ports of the State.
Chesapeake (formerly South Norfolk)	Chesapeake Industrial and Port Commission	A 2, B 1, C 2	Hon. G. Wayne Irby, Chairman 2108 Haywood Ave., S. Norfolk Dist. Chesapeake, Virginia	Major functions are port and industrial development. Cooperates with Virginia State Ports Authority.
Portsmouth	City of Portsmouth	-	-	See Virginia State Ports Authority. Terminals owned by rail and seafood industries.
Newport News	Peninsular Port and Industrial Authority	A 2, B 1, C 2	J. Frank Alspaugh, Executive Director 237 - 28th Street Newport News, Virginia	Has port and industrial development responsibilities. Cooperates with City and State organizations and private industry.
Hopewell	Hopewell Chamber of Commerce (Privately owned facilities)	-	-	See Virginia State Ports Authority.

TABLE III
UNITED STATES ATLANTIC COAST
(Continued)
Port Administration

Port	Name of Organization	Port Classification Key *	Port Official in Charge	Remarks
VIRGINIA (cont'd.) Richmond	Department of Public Works	A 3, B 1, C 1	Robert S. Hopson Director of Public Works 217 Governor Street Richmond 19, Virginia	The City owns and controls the deep water terminals and issues tariffs covering services and charges.
NORTH CAROLINA Morehead City	Port Commission of Morehead City	A 2, B 1, C 2	-	See North Carolina State Ports Authority for jurisdiction of physical aspects of the port and its operation.
	North Carolina State Ports Authority	A 2-4, B 3, C 3	James W. Davis, Director 2100 Burnett Blvd., Box 3037 Wilmington, North Carolina	Has broad powers to improve, develop, operate, promote, and acquire port facilities in North Carolina. Cooperates with local organizations.
			W. H. Friederichs, Operations Manager North Carolina Ocean Terminals Morehead City, North Carolina	-
Wilmington	Board of Commissioners of Navigation and Pilotage	A 1, B 3, C 2	-	Primarily responsible for rules governing pilotage.
	Wilmington Port Commission	A 2, B 1, C 2	-	See North Carolina State Ports Authority for jurisdiction of physical aspects of the port and its operation.
	North Carolina State Ports Authority	A 2-4, B 3, C 3	James W. Davis, Director 2100 Burnett Blvd., Box 3037 Wilmington, North Carolina	Has broad powers to improve, develop, operate, promote, and acquire port facilities in North Carolina. Cooperates with local organizations.
			Al Smith, Operations Manager North Carolina State Docks Wilmington, North Carolina	-
SOUTH CAROLINA Charleston	Board of Harbor Commissioners	A 2, B 1, C 2	-	Exercises jurisdiction over harbor and bay, makes vessel regulations, appoints harbormaster and assigns duties. See South Carolina State Ports Authority.
	South Carolina State Ports Authority	A 2&3, B 3, C 3	Capers G. Barr, General Manager Custom House Wharf Charleston, South Carolina	Has broad powers to construct, equip, maintain, operate and promote ports in State.
Georgetown	South Carolina State Ports Authority	A 2&3, B 3, C 3	Capers G. Barr, General Manager Custom House Wharf Charleston, South Carolina	Has broad powers to construct, equip, maintain, operate and promote ports in State.
			Richard V. Richardson, Supt. State Pier 31 Georgetown, South Carolina	-
Port Royal	South Carolina State Ports Authority	A 2&3, B 3, C 3	Capers G. Barr, General Manager Custom House Wharf Charleston, South Carolina	Has broad powers to construct, equip, maintain, operate and promote ports in State.
			Edward M. Rodgers, Supt. State Pier 21 Port Royal, South Carolina	-

TABLE III
UNITED STATES ATLANTIC COAST
(Continued)
Port Administration

Port	Name of Organization	Port Classification Key *	Port Official in Charge	Remarks
GEORGIA				
Savannah	Savannah District Authority	A 1&2, B 2, C 2	Guy H. Kissinger, Jr., Executive Director 42 Bay Street East P. O. Box 768 Savannah, Georgia	Conducts a program of industrial and port development for the City. Empowered to make rules for vessels in port and for the construction, improvement and repair of city port facilities.
	Georgia Ports Authority	A 2&3, B 3, C 3	J. D. Holt, Director 1132 Healey Building Atlanta, Georgia	Acquires property, makes contracts, constructs and manages own property, and improves harbors and seaports in Georgia. Operates State Docks at Savannah and Brunswick.
Brunswick	Brunswick Port Authority	A 2&3, B 1, C 2	John L. Raulerson, General Manager P. O. Box 1039 Brunswick, Georgia	Has authority to promote, develop, construct, equip, maintain, and operate terminal facilities.
FLORIDA				
Fernandina	Board of Pilot Commissioners	A 1, B 1, C 1	-	Enforces rules governing vessels in port, collects dues, and exercises control of waterfront in interest of order and safety.
Jacksonville	Jacksonville Port Authority	A 2&3, B 3, C 2	David A. Watts, Chairman Municipal Docks & Terminals Talleyrand Avenue Jacksonville 6, Florida	This Authority replaces the Duval County Port and Industrial Authority and assumes ownership of the Municipal Docks and Terminals and the Talleyrand Island tract. It also has authority to acquire property and construct additional berthing and warehouse facilities. The Authority's functions also include industrial development of waterfront sites.
	Board of Pilot Commissioners and Port Wardens	A 1, B 3, C 2	-	Responsible for policing harbor, licensing pilots, surveying damaged vessels and cargoes.
Canaveral Harbor	Canaveral Port Authority	A 2&3, B 2, C 2	George J. King, General Manager P. O. Box 102 Port Canaveral, Florida	Owns and operates commercial facilities in otherwise military port.
Fort Pierce	Fort Pierce Port Authority	A 2&3, B 1, C 1	C. F. Ordway, Jr., Manager St. Lucie County, Drawer 111 Fort Pierce, Florida	Responsible for the development of the port and its commerce.
Palm Beach	Port of Palm Beach District	A 2&3, B 2, C 2	Joel C. Wilcox, Port Director P. O. Box 990 West Palm Beach, Florida	Empowered to administer, maintain, construct, and operate port facilities.
Port Everglades	Broward County Port Authority	A 1-3, B 2, C 3	Thomas A. Dromgool, Port Manager Port Everglades Station, Port Everglades, Florida	Empowered to establish harbor regulations, fix terminal rates and charges, and execute leases.
Miami	Metropolitan Dade County Seaport Department	A 1-3, B 2, C 3	Arthur E. Darlow, Port Director 853 Biscayne Boulevard Miami 32, Florida	Empowered to administer, maintain, construct, and operate port facilities.
	Board of Pilot Commissioners for Dade County	A 1, B 3, C 2	-	Empowered to examine, appoint, and supervise pilots, and to formulate regulations for pilotage services.

* For key to port classification by function, political status, and organization, see preceding table.

The Federal services in Atlantic Coast ports are administered by the various agencies of the U. S. Government. The Federal Government offers to those engaged in commerce and navigation certain services of an advisory, protective, and regulatory nature. Such services may be a direct activity of the Government or furnished through or in cooperation with the activities of State or local-governing bodies.

The principal offices of the Federal agencies in the Atlantic area are located in Boston, New York, Philadelphia, Baltimore, Norfolk, Charleston, Jacksonville, and Miami. Organization and policy determinations, however, originate at the departmental level of the respective agencies. Thus, the customs service is provided by the Department of the Treasury; quarantine by the Department of Health, Education, and Welfare; immigration and naturalization service by the Department of Justice; passport service by the Department of State; plant and animal quarantine and inspection by the Department of Agriculture; improvement and maintenance of rivers, harbors, connecting channels, and other waterway projects by the Department of the Army.

In addition, several different agencies - all of which are under the Department of Commerce - provide services as follows: Checking of ship barometers, and interpreting and disseminating weather data by the Weather Bureau; surveying and charting coasts by the Coast and Geodetic Survey; handling maritime affairs by the Maritime Administration; and fostering, promoting, and developing foreign commerce by the Bureau of International Commerce.

Other services, all of which are provided by the Federal Maritime Commission, include regulation of services, practices, and agreements of common carriers by water in foreign and domestic offshore trades; regulation of terminal operators and freight forwarders; and the investigation of discriminatory practices within the industry. Finally, the maintenance of buoyage systems and the examination and licensing of U. S. merchant marine officers, seamen, and harbor pilots are services provided by the U. S. Coast Guard, under the Department of the Treasury.

The location and size of the field staffs of the individual agencies vary according to the size of the port, volume of traffic, and local requirements. In most areas, personnel are subject to call for necessary off-hour duty. At ports located some distance from the main field office, the Federal agencies involved cooperate locally, where an officer of one agency may act for another. The Bureau of Customs - in cooperation with the Departments of State, Agriculture, and Justice - represents agencies operating under these Departments in ports which are located some distance from main field offices. However, when the volume of traffic demands or when unusual problems are encountered, the individual agencies furnish the required personnel. The U. S. Coast Guard also assists in enforcing the Oil Pollution Act, anchorage regulations, and the laws relating to internal revenue, customs, immigration, neutrality, fisheries, and wildlife, which normally fall within the jurisdiction of other Federal agencies.

Although Federal services are provided independently of any local authority, the respective agencies endeavor to maintain liaison with the State and local officials on matters of common interest. At times, the State and county

agriculture agents are designated by the Department of Agriculture's field office as Federal collaborators on plant and animal inspection and quarantine. The District offices of the Corps of Engineers are responsible for dredging the channels, and they cooperate with the pier occupant, who is responsible for dredging his own slips. The Passport Office of the Department of State is assisted by Federal and State courts in processing applicants for passports. Policing the port is a dual function of the local harbor police and U. S. Coast Guard.

As a result of the Federal Government-provided services, a certain uniformity of operation in all U. S. seaports has been established. Every ship captain is required to clear his ship at the local customs office before each sailing and after each arrival. The clearing consists of seeing that all ship regulatory formalities such as customs, bill of health, inspection, quarantine, and other Federal regulations are in order. In case any legal formalities have not been complied with, the ship may be detained.

The functions of the Federal agencies exercising jurisdiction over waterborne commerce, passengers, and vessels at Atlantic Coast ports are summarized below.

Bureau of Customs, Department of the Treasury. - The Bureau of Customs administers powers and duties vested in the Secretary of the Treasury pertaining to the importation and entry of merchandise into and the exportation of merchandise from the United States, and to the regulation of certain maritime activities.

The Bureau handles the registry, enrollment, and licensing of vessels; admeasurement of vessels; collection of tonnage taxes; entrance and clearance of vessels and aircraft; regulation of vessels in the coasting and fishing trades; use of foreign vessels in the territorial waters of the United States; recording of mortgages and sales of vessels; protection of steerage passengers; and the remission and mitigation of fines, penalties, and forfeitures incurred under the laws governing these matters.

In connection with the export control program, the Bureau of Customs is charged with inspection of all export declarations and permits presented as a prerequisite to export in order to insure compliance with the licensing provisions of Government agencies to prevent the exportation of controlled materials not under proper license or permit.

The Bureau examines, on behalf of the State Department, passports of American citizens departing from the United States for certain foreign countries. The Bureau also cooperates with the Department of Agriculture in connection with restrictions on the importation of certain foods.

U. S. Coast Guard, Department of the Treasury. - The functions of the U. S. Coast Guard, as the Federal maritime police, embrace in general terms, maritime law enforcement, saving and protecting life and property, and safeguarding navigation on the high seas and navigable waters of the United States.

The U. S. Coast Guard is empowered to enforce any law of the United States upon its navigable waters and high seas. Its duties include the prevention of smuggling and the enforcement of customs, navigation, and other laws governing

the operation of marine craft. It enforces laws relating to oil pollution, immigration, quarantine, and miscellaneous statutes for other Federal departments, and assists the latter in the performance of their assigned duties. Through the Captain of the Port, the U. S. Coast Guard enforces rules and regulations governing the anchorage and movements of vessels, and exercises supervision over the loading and unloading of explosives and other dangerous cargoes by vessels in the harbor and adjacent waters.

In addition, the U. S. Coast Guard safeguards harbors, ports and waterfront facilities against destruction, loss or injury from sabotage or other subversive acts, accidents or other causes of similar nature; collects merchant vessel statistics and investigates marine disasters; approves plans for construction, repair, and alteration of vessels; approves materials, equipment, and appliances used in construction and operation of vessels; inspects vessels and their equipment and appliances, and issues certificates of inspection and permits for vessel operations which may be hazardous to life and property; administers load-line requirements; controls log books, assigns registry numbers to undocumented vessels; examines and issues licenses and certificates to U. S. merchant marine officers, seamen, and harbor pilots; suspends and revokes licenses and certificates of U. S. merchant marine officers, seamen, and harbor pilots; superintends shipment, discharge, protection and welfare of merchant seamen; examines and issues licenses to motorboat operators. The U. S. Coast Guard also maintains and operates all lights and other navigation aids in navigable channels of the United States.

Corps of Engineers, Department of the Army. - The Corps of Engineers, under the direction of the Department of Defense and the Chief of Engineers, Department of the Army, administers all matters relating to construction, maintenance, and real estate necessary for the improvement of rivers, harbors, and waterways for navigation, flood control, and shore protection. The Corps of Engineers also administers the laws for the protection and preservation of the navigable waters of the United States.

Oceanographic Office, Department of the Navy. - The mission of the Oceanographic Office (formerly Hydrographic Office) is to collect, evaluate, compile, produce, and distribute accurate and timely hydrographic, oceanographic, and aeronautical information. Information published by the Oceanographic Office includes nautical and aeronautical charts, the Sailing Directions, Naval Air Pilots, and related charts and publications calculated to afford the maximum possible navigational safety and facility to vessels of the U. S. Navy and U. S. merchant marine, and to naval aircraft operating over areas of strategic interest to the U. S. Navy.

Bureau of Entomology and Plant Quarantine, Department of Agriculture. - The duties of this agency include the enforcement of quarantines and restrictive orders to prevent entry into the United States of dangerous plant pests, and to regulate the importation of nursery stock, fruits, vegetables, cotton, and other plants, and plant products likely to carry pests. Likewise, the Bureau is responsible for the inspection and certification as to freedom from injurious pests and diseases of plants and plant products intended for export.

Inbound vessels may be boarded by inspectors of the Bureau at any time or place, after clearance by the Department of Health, Education, and Welfare, for inspection and certification of freedom from injurious pests and diseases of plants and plant products.

Bureau of Animal Industry, Department of Agriculture. - The Bureau deals with the prevention, control, and eradication of animal diseases and parasites; conducts research on the production of livestock and their products; performs inspection duties; and otherwise seeks to protect and develop the livestock, meat, poultry, and related industries. Inspection for compliance with the Bureau's regulations is usually made upon arrival of the vessel at the wharf.

Immigration and Naturalization Service, Department of Justice. - This service administers the immigration and naturalization laws relating to the admission, exclusion, and deportation of aliens, and the naturalization of resident aliens lawfully dwelling in the United States. Vessels are responsible for all aliens until they are granted entry, and in case this is refused, the vessel is responsible for their return to ports of embarkation.

Public Health Service, Department of Health, Education and Welfare. - The Public Health Service, through its Bureau of Medical Services, is charged with matters pertaining to the protection and improvement of public health. In order to prevent the introduction of disease from abroad, the Bureau conducts the national maritime quarantine activities, makes physical examination of immigrants, and inspects passengers and crews of vessels and airplanes arriving from foreign ports and domestic points when necessary to prevent the spread of communicable disease. It also provides hospital and out-patient care to merchant seamen and other Federal beneficiaries.

Vessels are given free pratique when health conditions on board are found to be satisfactory and fumigation is not required, but most vessels from the Orient are given provisional pratique and fumigated after the discharge of cargo. Vessels upon which quarantinable diseases are found may be remanded to a designated detention station.

Passport Office, Department of State. - This Office discharges the State Department's responsibilities in relation to the control of U. S. citizens and nationals leaving and entering territory under the jurisdiction of the United States.

Applications for passports are made before a clerk of a Federal court or a State court authorized by law to naturalize aliens, or before an agent of the Passport Office. Applicants must furnish a previously issued passport or birth certificate and a witness who has known the applicant at least five years and who is known to the clerk or agent or who can definitely establish his or her identity.

Weather Bureau, Department of Commerce. - The Weather Bureau is responsible for observing and interpreting weather data, preparing and disseminating weather forecasts and warnings, and for organizing and operating specialized air and maritime weather services.

A general public weather service of daily weather bulletins, forecasts, warnings, and advices for agriculture, business, commerce, and industry is provided through field stations. The information furnished is based on State-by-State forecasts issued from district forecast centers and is adjusted to local areas by local weather offices. The international air routes are served by specialized forecasting and pilot briefing services, with special attention to transatlantic flights.

The marine meteorological service collects weather observations from vessels at sea, and supplies bulletins of weather reports, forecasts, and storm warnings for surface shipping. Marine sections of the main field offices also perform marine barometer checks.

Coast and Geodetic Survey, Department of Commerce. - The functions of the Coast and Geodetic Survey include surveying and charting the coasts of the United States and its possessions to insure the safe navigation of coastal and intracoastal waters; the study of tides and currents; compilation of aeronautical charts to meet the needs of pilots of aircraft; and the observation of the earth's magnetism to furnish magnetic information essential to the mariner, aviator, land surveyor, and radio engineer. The various data issued by the Coast and Geodetic Survey include nautical and aeronautical charts; annual tables of predicted tides and currents; charts showing magnetic declination; and the Coast Pilots which supplement the nautical charts with information relative to anchorages, port facilities, and sailing directions.

Maritime Administration, Department of Commerce. - The Maritime Administration is charged with responsibilities in connection with the maritime affairs of the United States. The Maritime Administrator also serves as chairman of the three-member Maritime Subsidy Board with respect to awarding, amending, and terminating subsidy contracts.

The Maritime Administration is responsible for fostering the development, promotion, and operation of an American merchant marine adequate to meet the needs of the national defense and of the domestic and foreign waterborne commerce of the United States. The functions of the Maritime Administration include the award of ship construction-differential and ship operating-differential subsidies to the American merchant marine; the construction, repair, and operation of merchant ships; the maintenance of national defense reserve fleets of Government-owned ships; the administration of subsidy programs and other Government aids to shipping; the maintenance of reserve shipyards for ship construction in national emergencies; the training of U. S. merchant marine officers; the operation of the U. S. Merchant Marine Academy; and the making of rules and regulations with respect to the foregoing functions.

Included among the Administration's responsibilities are the determination of the ocean services necessary for the development and maintenance of the foreign waterborne commerce of the United States and the vessel types required to provide such services; operation of certain Government-owned warehouses; investigation of foreign and U. S. vessel construction and operating costs; examination of foreign merchant marine subsidy practices; and recommendations to the Department of the Navy for the payment of the cost of national defense features added to merchant vessels.

In the field of port development, the Maritime Administration's functions include matters concerning the administration, operation and physical development of ocean ports. It investigates regions tributary to ports, taking into consideration the economics of transportation by rail, water, highway, and pipeline, and the natural direction of the flow of commerce; analyzes congestion of ports and the applicable remedies; devises types of marine terminals and their equipment; advises with communities regarding the proper location and plan of piers, wharves, docks, and marine terminals; examines the practicability and advantages of harbor and port improvements; and represents the U. S. Government in the technical field of ports.

Bureau of International Commerce, Department of Commerce. - The Bureau of International Commerce fosters and promotes the foreign trade of the United States. To this end it provides foreign trade information both to the Government and to the business community, exercises export control authority so as to serve foreign policy and national security objectives, cooperates with other countries in the solution of trade and exchange problems, maintains detailed information on foreign firms and individuals engaged in international trade, brings specific trade opportunities to the attention of U. S. exporters and importers, and helps in resolving trade disagreements between U. S. and foreign businessmen.

Bureau of the Census, Department of Commerce. - The Bureau of the Census, Foreign Trade Division, formulates and develops plans and programs for the collection, processing, and dissemination of statistical data relating to various aspects of the export and import trade of the United States and foreign trade shipping. With regard to waterborne foreign trade, the Foreign Trade Division plans and provides technical direction for the collection, compilation, and analysis of data relating to foreign trade shipping activity by commodity, name and flag of vessel, type of vessel serviced, port activity at each port, and other related data.

Federal Maritime Commission. - The Federal Maritime Commission is an independent regulatory agency. It was established under the provisions of Reorganization Plan No. 7 submitted to the Congress by President Kennedy on June 12, 1961.

The basic objective of Reorganization Plan No. 7 is to strengthen and revitalize the administration of the broad regulatory provisions of the various shipping acts. The Federal Maritime Commission is charged with the responsibility of enforcing the provisions of the shipping laws which are specified in Reorganization Plan No. 7.

The principle areas of responsibility of the Federal Maritime Commission are:

1. Regulation of services, practices, and agreements of common carriers by water and other persons engaged in the foreign commerce of the United States, including acceptance or rejection of tariff filings of common carriers engaged in the foreign commerce.

2. Regulation of rates, fares, charges, classifications, tariffs, regulations, and practices of common carriers by water in the domestic off-shore trade of the United States, including prescribing reasonable maximum and minimum rates for the domestic off-shore trade.

3. Regulation of practices of ocean freight forwarders and of terminal operators furnishing terminal facilities for or in connection with a common carrier by water; licensing and supervising the practices of independent ocean freight forwarders who are found to be fit, willing, and able to properly carry on the business of freight forwarding.

4. Approving, disapproving, canceling or modifying conference agreements between common carriers by water in the foreign and domestic off-shore trades of the United States and supervising actions taken pursuant to such agreements; acting similarly with respect to other agreements

between common carriers by water, between common carriers by water and other persons (such as terminal operators and freight forwarders) subject to the Shipping Act, 1916, and between such other persons subject to this Act which have a competitive impact or represent a cooperative working arrangement.

5. Approving or disapproving contract rate systems used by common carriers by water or conferences of such carriers in foreign commerce.

6. Making rules and regulations affecting shipping in the foreign trade to meet conditions unfavorable to shipping which result from foreign laws, rules or regulations, or from competitive methods used by foreign flag carriers.

7. Reviewing and determining the validity of alleged violations of the various provisions of the shipping statutes; conducting formal investigations and hearings; and making decisions as to whether or not a violation has occurred, including the awarding of reparations for injuries in appropriate circumstances.

The Federal Maritime Commission is headed by five Commissioners. The Chairman of the Commission is appointed by the President from among the five members. The organizational structure of the Commission, in addition to the Commissioners, includes a Secretary and Assistant Secretary, a General Counsel and Deputy General Counsel, a Chief Hearing Examiner, a Regulations Consultant, and an Executive Director and Deputy Executive Director.

The following offices and bureaus report to the Chairman of the Commission through the Office of the Executive Director:

Office of Administrative Management
Office of Information Services
Bureau of Foreign Regulation
Bureau of Domestic Regulation
Bureau of Administrative Proceedings
Bureau of Investigation
Bureau of Financial Analysis

The Commission also maintains an office on each of the three ocean coasts, and these offices are responsible for the administrative coordination of all field programs. A Great Lakes office has not been activated. The three coast representatives with their addresses and telephone numbers are listed below:

Ralph M. Hylton
Acting District Manager
Atlantic Coast District
Federal Maritime Commission
45 Broadway
New York, New York WHitehall 3-8000

Harvey P. Schneiber
Acting District Manager
Pacific Coast District
Federal Maritime Commission
180 New Montgomery Street
San Francisco, California YUkon 6-3500

Ralph P. Dickson
Acting District Manager
Gulf Coast District
Federal Maritime Commission
701 Loyola Avenue
New Orleans, Louisiana 529 - 2411

Inquiries concerning the Federal Maritime Commission or requests for information about the Federal Maritime Commission may be addressed to the nearest district office or to:

Federal Maritime Commission
1321 H Street, N. W.
Washington 25, D. C.

TABLE IV
ATLANTIC COAST
Availability of Federal Services
at Individual Ports

Port	DEPARTMENT OF AGRICULTURE (Agricultural Research Service)		DEPARTMENT OF JUSTICE	DEPARTMENT OF HEALTH, EDUCATION & WELFARE.	DEPARTMENT OF STATE
	Plant Quarantine Division	Animal Inspection & Quarantine	Immigration & Naturalization Service	Bureau of Medical Services (Quarantine)	Passport Office
NORTH ATLANTIC					
MAINE					
Searsport	Served in Boston	Served by Portland	Federal Building, Bangor	Dr. J. A. Carwell 16 Waldo Avenue, Belfast	Served by Bureau of Customs at Portland
Portland	do	Burnham & Morrill Co. 45 Water Street	316 U.S. Customhouse P. O. Box 578	331 Veranda Street	do
NEW HAMPSHIRE					
Portsmouth	do	do	do	Dr. P. Beck, 43 Austin St. and Dr. D. A. Straus, 536 State St.	Served by Bureau of Customs at Portland
MASSACHUSETTS					
Boston	710 U.S. Appraisers Stores Bldg., 408 Atlantic Ave.	801 Customhouse Building	150 Tremont Street P. O. Box 2236, Zone 7	Dr. Julius Siegel, 416 Belgrade Ave., West Roxbury and New York	148 Tremont Street, Zone 11
Fall River	do	do	do	Dr. E. S. Radovsky, 1284 Pleasant St., or 465 Walnut St.	do
RHODE ISLAND					
Providence	do	do	do	Dr. L. J. McGovern, 1413 Broad St., and Dr. W. H. Foley, 810 Broad St.	Served by Bureau of Customs at Providence.
CONNECTICUT					
New London	Served by New York	535-541 State Office Bldg.,	Served by New York	Dr. A. van Dyk, 50 Granite St., & Dr. J. F. Brosnan, 302 State St.	Served by Passport Division at New York and by Bureau of Customs at Bridgeport
New Haven	Served by New York	Sperry & Barnes Co. 188 Long Wharf	do	1172 Chapel Street	do
Bridgeport	Served by New York	do	do	do	do
NEW YORK					
Albany	Served by New York	19th Floor Gov. Alfred E. Smith State Office Building	Room 442, Post Office Bldg. Zone 1	Dr. J. S. Mertz, 360 State St., Zone 1, or 680 Madison Ave.	Served by New York
New York, New York & New Jersey	Room 906, Federal Building 641 Washington Street	Room 527, 45 Broadway	20 West Broadway, Zone 7	U. S. Quarantine Station Rosebank, S.I. or 67 Hudson Street, Zone 13	Rockefeller Center, 630 Fifth Avenue, Zone 20
NEW JERSEY					
Trenton	1611th Air Terminal Squadron McGuire Air Force Base Trenton	Served by Philadelphia	Served by Philadelphia	Served by Philadelphia	Served by Passport Division at New York and Bureau of Customs at Philadelphia
Camden	Served by Philadelphia	do	do	do	do

TABLE IV

ATLANTIC COAST

Availability of Federal Services

at Individual Ports (continued)

Port	DEPARTMENT OF AGRICULTURE (Agricultural Research Service)		DEPARTMENT OF JUSTICE	DEPARTMENT OF HEALTH, EDUCATION & WELFARE.	DEPARTMENT OF STATE
	Plant Quarantine Division	Animal Inspection & Quarantine	Immigration & Naturalization Service	Bureau of Medical Services (Quarantine)	Passport Division
PENNSYLVANIA Philadelphia	Room 600, Customhouse Bldg. 2nd and Chestnut Streets	Room 600, Customhouse Bldg., 2nd and Chestnut Streets	Lafayette Bldg., 5th & Chestnut Sts., Zone 6	225 Chestnut Street	Served by Passport Division at New York and Bureau of Customs at Philadelphia
Chester	do	do	do	do	do
DELAWARE Wilmington	do	do	do	1101 Pennsylvania Ave.	do
MARYLAND Baltimore	129 Customhouse	1311 Court Square Bldg.	Room 620, 707 North Calvert St., Zone 2	Leading Point Station	U. S. District Court, Room 503, Post Office Building
DISTRICT OF COLUMBIA Washington	do	do	311 Old Post Office Bldg., 12th & Pennsylvania Ave., N.W. Zone 25	N., E & W Bldg So. 4th & D Sts., S.W. Zone 25	1717 H Street, N.W. Zone 25
VIRGINIA Alexandria	do	do	do	Served by Washington, D. C.	Served by Washington, D. C.
Norfolk	Room 415, U. S. Post Office Building, Zone 10	Room 415 U. S. Post Office Building, Zone 10	230 Post Office Building Zone 10	Old Point Comfort Fort Monroe	U. S. District Court, U. S. Post Office and Courthouse
Portsmouth	Served by Norfolk	Served by Norfolk	Served by Norfolk	Served by Norfolk	Served by Norfolk
Newport News	do	do	Served by Bureau of Customs at Newport News	Dr. L. S. Cowling 5115 Huntington Avenue	do
Hopewell	do	Served by Richmond	do	do	do
Richmond	do	1308 E. Franklin Street	Southeast Regional Office Bldg.	711 N. Boulevard	do
NORTH CAROLINA Morehead City	Served by Wilmington	Served by Wilmington	Served by Wilmington	Dr. B. F. Royal, or 900 Shepard Street	Served by Bureau of Customs at Wilmington
Wilmington	Room 206, U. S. Court and Customhouse	320-321 Agricultural Bldg., Raleigh	223 Post Office Building P. O. Box 1713	Dr. D. H. McEachern, 209 N. Front Street Dr. A. N. Fales, 913 Murchison Building	do
SOUTH CAROLINA Georgetown	Served by Charleston	Served by Charleston	Served by Charleston	Drs. R.S. Quinn & H.C. Tiller 1530 Highmarket Street	Served by Bureau of Customs at Charleston
Port Royal	do	do	do	Served by Charleston	do
Charleston	Room 17, Customhouse	P. O. Box 1171, Columbia	U.S. Customhouse East Bay & Market Sts., P. O. Box 282	U.S. Customhouse, Market & E. Bay Sts.	do

TABLE IV
ATLANTIC COAST
Availability of Federal Services
at Individual Ports (continued)

	DEPARTMENT OF AGRICULTURE (Agricultural Research Service)		DEPARTMENT OF JUSTICE	DEPARTMENT OF HEALTH, EDUCATION & WELFARE.	DEPARTMENT OF STATE
	Plant Quarantine Division	Animal Inspection & Quarantine	Immigration & Naturalization Service	Bureau of Medical Services (Quarantine)	Passport Division
GEORGIA					
Savannah	Room 107, Customhouse Savannah	614 Atlanta National Building 50 Whitehall Street, S.W. Atlanta	8 U.S. Customhouse, 1 East Bay Street, Zone 21	U.S. Quarantine Station York & Abercorn Street	Served by the Bureau of Customs at Savannah
Brunswick	Served by Savannah	do	do	Dr. J. B. Avera Dunwoody Building 1501½ Newcastle Street	Served by the Bureau of Customs at Brunswick
FLORIDA					
Fernandina	Served by Jacksonville	Served by Jacksonville	Served by Jacksonville	Served by Jacksonville	Served by Bureau of Customs at Fernandina
Jacksonville	Room 445, Post Office Bldg.	240 Post Office Bldg. 311 West Monroe Street	U.S. Courthouse and Post Office Building P. O. Box 4508, Zone 1	U.S. Quarantine Station Post Office Box 4788, Zone 1 403 Federal Building 311 W. Monroe Street	Served by Bureau of Customs at Jacksonville
Canaveral Harbor	do	do	do	Dr. B. Kastis, 25 N. Orlando Avenue Cocoa Beach; and Dr. A. O. Rossi 1010 S. Dixie Hy., Rockledge	do
Fort Pierce	Served by Miami	Served by Miami	Served by Miami	Dr. A. D. Orr 616 N. 7th Street	do
Palm Beach	do	do	do	Dr. J. E. Bechtold, 705 North Olive Ave., West Palm Beach	Served by Bureau of Customs at Palm Beach
Port Everglades	Room 102, U.S. Customhouse Ft. Lauderdale	do	101 U.S. Customhouse P. O. Box 43 Ft. Lauderdale	Dr. G. M. Rhodes 1201 So. Andrews Ave., Ft. Lauderdale	Served by Bureau of Customs at Palm Beach
Miami	404 Calumet Building 10 N.E. 3rd Avenue	P. O. Box 48-1054	3915 Biscayne Blvd. P. O. Box 522, Zone 52	U.S. Quarantine Station P. O. Box 1246 Miami Beach 39; and 302 Federal Building 300 N.E. First Avenue	320 S.E. First Street Zone 32

TABLE IV

ATLANTIC COAST

Availability of Federal Services
at Individual Ports (continued)

Port	DEPARTMENT OF COMMERCE			
	Weather Bureau	Coast and Geodetic Survey	Maritime Administration	Field Service Bureau of Foreign Commerce
NORTH ATLANTIC				
MAINE				
Searsport	Served by Portland	Served by Boston	Served by New York	Served by Boston
Portland	Portland City Airport	do	do	do
NEW HAMPSHIRE				
Portsmouth	Served by Boston	do	do	do
MASSACHUSETTS				
Boston	USCG Base, 427 Commercial Street, Zone 13 and Airport Station, East Boston 28	Customhouse, 10th Floor Boston 9	do	Room 230, 80 Federal Street, Zone 10
Fall River	Served by Boston	Served by Boston	do	Served by Boston
RHODE ISLAND				
Providence	Weather Bureau Airport Station	do	do	do
CONNECTICUT				
New London	Served by New Haven	Served by New York	do	do
New Haven	Municipal Airport	do	do	do
Bridgeport	Bridgeport Municipal Airport, Stratford	do	do	do
NEW YORK				
Albany	Weather Bureau Airport Station	do	do	Served by New York
New York, New York & New Jersey	17 Battery Place, Zone 4	Room 602 Federal Office Building 90 Church Street, Zone 7	45 Broadway	Empire State Building, 61st Floor 350 Fifth Avenue, Zone 1
NEW JERSEY				
Trenton	Weather Bureau Office	Served by New York	Served by New York	Served by Philadelphia
Camden	do	do	do	do
PENNSYLVANIA				
Philadelphia	New Terminal Building International Airport	Served by Baltimore	do	Jefferson Building 1015 Chestnut Street, Zone 1
Chester	do	do	do	Served by Philadelphia
DELAWARE				
Wilmington	do	do	Served by New York for Ship Operations and Area Representative; Calvert Bldg., Rm. 327, Baltimore for ship repair	do
MARYLAND				
Baltimore	Friendship International Airport	516 East 32nd Street	Served by New York & Area Representative, Calvert Bldg., Rm. 327	do

TABLE IV
ATLANTIC COAST
Availability of Federal Services
at Individual Ports (continued)

Port	DEPARTMENT OF COMMERCE			
	Weather Bureau	Coast and Geodetic Survey	Maritime Administration	Field Service Bureau of Foreign Commerce
DISTRICT OF COLUMBIA				
Washington	24th and M Streets, N.W. and Washington National Airport	Department of Commerce Building Room 2800, Zone 25	General Accounting Office Building 4th & "G" Streets, N.W., Zone 25	Department of Commerce Building Room 5015, Zone 25
VIRGINIA				
Alexandria	Served by Washington, D. C.	Served by Washington, D. C.	Served by New York	Served by Washington, D. C.
Norfolk	424 Post Office Building and Norfolk Municipal Airport	102 West Olney Road, Zone 10	Served by New York and Area Representative, 7737 Hampton Boulevard, Norfolk	Served by Richmond
Portsmouth	Served by Norfolk	Served by Norfolk	do	do
Newport News	do	do	do	do
Hopewell	do	do	do	do
Richmond	Weather Bureau Airport Station	do	do	309 Parcel Post Building 11th and Main Streets, Zone 19
NORTH CAROLINA				
Morehead City	Served by Wilmington	do	do	U. S. Post Office Building, Room 407, Greensboro
Wilmington	Weather Bureau Airport Station	do	do	Served by Greensboro
SOUTH CAROLINA				
Georgetown	do	do	do	Served by Charleston
Port Royal	do	do	do	do
Charleston	Municipal Airport	do	do	Sergeant Jasper Building, West End Broad Street, Zone 4
GEORGIA				
Savannah	Box 17, Travis Field	do	do	235 U. S. Court House and Post Office Building, 125-29 Bull Street
Brunswick	Served by Savannah	do	do	Served by Savannah
FLORIDA				
Fernandina	Served by Jacksonville	Served by Tampa	do	Served by Jacksonville
Jacksonville	Imeson Municipal Airport	P. O. Box 190, Tampa	do	425 Federal Building, 311 West Monroe Street, Zone 1
Canaveral Harbor	Served by Jacksonville	Served by Tampa	do	Served by Jacksonville
Fort Pierce	do	do	do	do
Palm Beach	Weather Bureau Airport Statn., West Palm Beach	do	do	do
Port Everglades	do	do	do	do
Miami	International Airport	do	do	408 Ainsley Bldg., 11th N.E. First Ave. Zone 32

TABLE IV
ATLANTIC COAST
Availability of Federal Services
at Individual Ports (continued)

Port	DEPARTMENT OF THE TREASURY		DEPARTMENT OF DEFENSE	
			DEPARTMENT OF THE ARMY	DEPARTMENT OF THE NAVY
	Bureau of Customs	U. S. Coast Guard	Corps of Engineers	Navy Hydrographic Office
NORTH ATLANTIC				
MAINE				
Searsport	Main Street, Searsport	Served by Portland	Served by Boston	Served by Portland
Portland	Room 13, U. S. Customhouse 312 Fore Street, Zone 3	259 S. High Street South Portland, Zone 7	do	Publications Agent: 188 Commercial Street, Zone 6
NEW HAMPSHIRE				
Portsmouth	Served by Portland	Portsmouth Harbor Lifeboat Station Newcastle	do	Served by Boston
MASSACHUSETTS				
Boston	1700 Custom House 2 India Street, Zone 9	1400 Custom House Zone 9	424 Trapelo Road Waltham, Zone 54	Tenth Floor, Customhouse Zone 9
Fall River	Served by Boston	Bordens Flat Light Station Fall River	do	Served by Boston
RHODE ISLAND				
Providence	U. S. Customhouse 24 Weybosset Street, Zone 3	Point Judith Lifeboat Station Narragansett, Rhode Island	do	Publication Agent: Wickford Shipyard Wickford, Rhode Island
CONNECTICUT				
New London	Served by Bridgeport	Fort Trumbull	do	Publications Agents: Essex Paint & Marine Co., Essex
New Haven	do	Served by New London	do	Served by agent in Essex
Bridgeport	120 Middle Street, Zone 9	do	do	do
NEW YORK				
Albany	Served by New York	Federal Building, Room 313 Albany, Zone 1	Served by New York	Served by New York
New York, New York & New Jersey	201 Varick Street, Room 405 Zone 14; 220 Customhouse, Bowling Green Zone 4 or Room 134, Customhouse Zone 4	Customhouse, Zone 4	111 East 16th Street, Zone 3	45 Broadway, Zone 6
NEW JERSEY				
Trenton	Served by Philadelphia	Served by Philadelphia	Served by Philadelphia	Served by Philadelphia
Camden	do	do	do	do
PENNSYLVANIA				
Philadelphia	Room 201, U. S. Customhouse, 2nd & Chestnut Streets, Zone 6	Room 801, U. S. Customhouse 2nd & Chestnut Streets, Zone 6	General Services Building 2635 Abbottsford Avenue	5801 Tabor Avenue Zone 20
Chester	do	Served by Philadelphia	Served by Philadelphia	Served by Philadelphia
DELAWARE				
Wilmington	do	do	Served by Philadelphia	do

TABLE IV
ATLANTIC COAST
Availability of Federal Services
at Individual Ports
(Continued)

Port	DEPARTMENT OF THE TREASURY		DEPARTMENT OF DEFENSE	
			DEPARTMENT OF THE ARMY	DEPARTMENT OF THE NAVY
	Bureau of Customs	U. S. Coast Guard	Corps of Engineers	Navy Hydrographic Office
MARYLAND				
Baltimore	Room 111, U. S. Customhouse Gay & Lombard Streets, Zone 2	Customhouse Zone 2	24th Street & Maryland Avenue Zone 18	Room 13, Customhouse Zone 2
DISTRICT OF COLUMBIA				
Washington	P. O. Box 7603, Zone 4	1300 "E" Street, N. W. Zone 25	Served by Baltimore	U. S. Navy Hydrographic Office Zone 25
VIRGINIA				
Alexandria	Served by Washington, D. C.	Served by Washington, D. C.	do	U. S. Navy Hydrographic Office Washington 25, D. C.
Norfolk	Room 201, U. S. Customhouse 101 East Main Street, Zone 10	New Post Office Building P. O. Box 540, Zone 1	Foot of Front Street Norfolk	Building Z-80 U. S. Naval Base, Zone 10
Portsmouth	Served by Norfolk	1st and Randolph Streets	Served by Norfolk	Served by Norfolk
Newport News	25th and West Avenue	Served by Norfolk	do	Publications Agent: 134- 25th Street
Hopewell	do	do	do	Served by Norfolk
Richmond	do	do	do	do
NORTH CAROLINA				
Morehead City	Served by Wilmington	Fort Macon	Served by Wilmington	Served by Charleston
Wilmington	U. S. Customhouse Princess and Water Streets	Custom House Wharf	308 Customhouse	do
SOUTH CAROLINA				
Georgetown	U. S. Post Office	Georgetown Light Station	Served by Charleston	do
Port Royal	Served by Charleston	Served by Charleston	do	do
Charleston	U. S. Customhouse East Bay and Market Streets	196 Tradd Street	209 King Street, Zone 1	Publications Agent: 123-125 East Bay St. Zone 3
GEORGIA				
Savannah	Room 3, U. S. Customhouse 1-3-5 East Bay Street	205 Customhouse, Zone 12	200 East St. Julian Street	Publications Agent: 202 West Bay St.
Brunswick	U. S. Post Office	Served by Savannah	Served by Savannah	Served by Savannah
FLORIDA				
Fernandina	U. S. Post Office Center and Fourth Streets	Served by Jacksonville	Served by Jacksonville	Served by Jacksonville
Jacksonville	Room 437, Federal Building Zone 1	455 West 71st Street, Zone 8	575 Riverside Avenue Zone 1	Publications Agent: 15 North Newman St., Zone 2
Canaveral Harbor	do	Cape Canaveral Light Station Port Canaveral, Florida	Served by Jacksonville	Served by Miami

TABLE IV
ATLANTIC COAST
Availability of Federal Services
at Individual Ports
(continued)

Port	DEPARTMENT OF THE TREASURY		DEPARTMENT OF DEFENSE	
	Bureau of Customs	U. S. Coast Guard	DEPARTMENT OF THE ARMY Corps of Engineers	DEPARTMENT OF THE NAVY Navy Hydrographic Office
FLORIDA (con'd)				
Fort Pierce	Served by Palm Beach	P. O. Box 780	Served by Jacksonville	Served by Miami
Palm Beach	Federal Building South Olive Avenue, West Palm Beach and 100 Port Road	Served by Miami	do	Publications Agent: 207 6th Street West Palm Beach
Port Everglades	Customhouse	do	do	Served by Miami
Miami	Room 354, U. S. Post Office Zone 3	150 S. E. Third Avenue Zone 32	do	Publications Agents: 135 South Miami Avenue, and 1221 Biscayne Boulevard

PORT AND TERMINAL RATES, SERVICES AND CHARGES

With the issuance of this volume, an attempt has been made to show in tabular form the principal charges applying at selected Atlantic Coast ports. Data extracted from published tariffs have been restricted to the classification "Miscellaneous Cargo, N.O.S." in order to show variations, if any, in the application of rates and charges between areas.

At the Atlantic Coast ports, there are many different practices which make the factor of terminal charges complex and intricate. At many of the ports, the wharf is often owned or controlled by a railroad company and wharfage is assessed only against truck traffic. In addition, the railroads receive compensation for terminal services through their line-haul rates. At wharves of terminals where wharfage applies, the charges for services vary by substantial amounts between the various ports. Examination of terminal tariffs on file with the Federal Maritime Commission also reveals a wide disparity in other terminal charges in addition to wharfage.

Irrespective of some variations in costs expressed in the accompanying tables, public port and terminal operators on the Atlantic Coast have or are in the process of achieving harmony and uniformity in their rates and practices. Such uniformity is mainly due to the creation of associations of terminal operators whereby agreements have been reached by virtue of the authority contained in Section 15 of the Shipping Act of 1916.

In December of 1959, for example, marine terminal operators in the port of Philadelphia formed the Port of Philadelphia Marine Terminal Association. The association was approved by the Federal Maritime Commission, formerly the Federal Maritime Board. Shortly thereafter, the 17 marine terminal operators drafted a tariff for the purpose of establishing uniform rates, rules, regulations, and charges for terminal services in the port of Philadelphia. The tariff would govern all the marine terminal operators who were members of the association for all of the terminal services listed in the tariff. It was filed in March 1960 with the Federal Maritime Board and became effective April 1, 1960. Uniform definitions and rates for the following terminal services; namely, Wharfage, Free Time, Wharf Demurrage, Railroad Car Loading and Unloading, Lighter Loading and Unloading, and Truck Loading and Unloading were contained in the tariff.

The association has established among its members uniformity and stability in connection with terminal rates, practices, and regulations. Although not all terminal operators in the Delaware River Port are members of the association, the stability provided by the tariff serves as a pattern for other terminal operators in the port and exerts a favorable influence over the entire industry.

Whereas no attempt has been made to examine each and every one of the tariffs filed with the Federal Maritime Commission, reference has been made to tariffs considered to be representative of a particular port whereby data may be presented on major charges incurred within the selected terminals by either the vessel operators or the cargo interests. These are indicated in the accompanying tables which follow the definition of services and charges.

SPECIAL NOTICE

While this report was going to press, it was announced that some of the Atlantic Coast ports, working under Section 15 of the Merchant Marine Act of 1920, are preparing to review their tariff charges and anticipate action in the near future toward the increasing of certain charges. This review was the result of the granting of an increase in labor costs which may influence the present level of rates. Therefore, some of the charges quoted in this Chapter may be subject to increase.

The services performed and facilities furnished by terminals in Atlantic Coast ports for vessels and/or cargo are generally similar. In the definitions contained in the published tariffs, an effort has been made to include a clear and inclusive list of the specific activities in each definition in order to enable terminal operators, the shipping public, carriers, and interested Federal agencies to determine the degree to which each service contributes to port efficiency in terms of overall costs.

Whereas it may be difficult for all terminals in all ports to secure complete uniformity of definition, owing to unique local conditions, types of commodity, and other justified exceptions, the published tariffs generally contain explicit charges under headings and definitions that are clear and concise.

The following selected definitions and explanations of services available at Atlantic Coast ports include only selected services of major significance. For other services available and charges assessed against vessels and/or cargo, the governing tariffs should be consulted.

Wharfage. - Wharfage is a charge usually levied against the cargo passing or conveyed over or onto a wharf or transferred between vessels or loaded from or discharged into a barge or lighter over shipside while the vessel occupies a berth at a wharf. However, for presentation in tabular form in this report, coverage is restricted to miscellaneous cargoes involving indirect movement via the place of rest between on-carrier and vessel.

Charges for this service vary by substantial amounts between the various ports. Further, some ports assess wharfage against the vessel rather than against the cargo. At other terminals, it is the practice to include dockage and wharfage under one charge. Certain terminal operators make a berthage charge against the vessel for use of cargo space in terminal shed.

Dockage. - Dockage is a charge usually levied by terminal operators against the vessel for berthing space. On the Atlantic Coast numerous rail-owned or rail-controlled terminals grant free dockage with respect to cargo having a prior or subsequent haul by rail. Where dockage is assessed, the charge varies widely between ports in the North Atlantic. On the other hand, the charge varies very little between ports of the South Atlantic. The latter group have established uniform dockage rates, i.e., 3 cents per gross registered ton which is similar to the rate as applied by the Port of New York Authority. At some North Atlantic ports, dockage is charged either on the basis of a flat rate per day, or is based upon the net registered ton size of the vessel. Baltimore and Boston, however, have each established dockage rates which relate to the volume of cargo handled and not to the size of the vessel.

Loading and Unloading. - These terms are usually applied to the services of transferring freight to and from railroad cars, motortrucks, and similar conveyances, and to and from the place of rest on the wharf or within the transit shed. Loading and unloading charges are published by railroads, port authorities, motor carriers, and pier operating companies. A more detailed description as issued by the Port of Philadelphia Marine Terminal Association follows:

Railroad Carloading and Car Unloading. -

Definitions: (a) Railroad Carloading consists of removing cargo from the pier and placing it in the railroad car. The charge for railroad carloading shall be assessed against the rail carrier or the party ordering the service performed where the Railroad is not responsible for the carloading charge.

(b) Railroad Car Unloading consists of removing cargo from a railroad car and placing it on the pier. The charge for railroad car unloading shall be assessed against the rail carrier or the party ordering the service performed where the Railroad is not responsible for the car unloading charge.

(c) Usage: Usage shall mean the use of the pier, dock, wharf or other terminal property by the rail carrier, its agents, servants and/or employees when it elects to perform its own railroad carloading and/or unloading.

Lighter Loading and Unloading. -

Definitions: (a) Lighter Loading consists in removing cargo from the pier and placing it on the lighter. The charge for lighter loading shall be assessed against the operator of the lighter or the party ordering the service performed where the operator of the lighter is not responsible for the loading charge.

(b) Lighter Unloading consists of removing cargo from the lighter and placing it on the pier. The charge for lighter unloading shall be assessed against the lighter operator or the party ordering the service performed where the operator of the lighter is not responsible for the unloading charge.

(c) Usage: Usage shall mean the use of the pier, dock, wharf or other terminal property by the lighter owner, or operator, its agents, servants and/or employees when it elects to perform its own lighter loading and/or unloading.

Truck Loading and Unloading. -

Definitions: (a) Truck Loading: Truck Loading shall mean the service of moving cargo from a place of rest on the

pier which is readily accessible to the truck, elevating the cargo onto the truck and stowing of the cargo in the truck, but shall not include special stowage, sorting or grading of, or otherwise selecting the cargo, for the convenience of the trucker or the consignee. The service shall include loading on consignee's pallets.

The loading and stowing of cargo in the truck shall be under the supervision of the driver of the truck.

(b) Truck Unloading: Truck unloading shall mean the service of removing cargo from the body of the truck to a place of rest designated by the Terminal Operator, and shall include sorting by port.

The unloading of cargo from a truck shall be under the supervision of the driver of the truck.

(c) Partial Loading or Unloading (Tailgate): Partial loading or unloading, commonly called "tailgate loading or unloading," shall mean the service which is performed when packaged cargo other than pre-palletized or skidded cargo can be loaded onto the tailgate of the truck or unloaded from the tailgate of the truck by the use of an operator and a machine. If additional labor is required for this operation the full loading or unloading rate will be applicable. (This provision shall not be construed as compelling the Terminal Operator to provide pallets).

(d) Loading and Unloading of Pre-palletized or Skidded Cargo: Pre-palletized or skidded cargo is cargo which is pre-palletized or skidded to the satisfaction of the Terminal Operator and which is situated on the pier or on the truck so that it can be loaded into a truck or unloaded from a truck by the insertion of the Terminal Operator's forklift truck blades into the pallet or skid without any necessity of shifting the cargo prior to such insertion. If the cargo is not so situated the full loading or unloading rates are applicable.

(e) Usage: Usage shall mean the use of the pier, dock, wharf or other terminal property by the trucker, shipper, or consignee, their agents, servants and/or employees, when it elects to perform its own truck loading or unloading.

(f) Package: The word "package" shall also include pieces, unpackaged freight units, and all articles of any description except goods shipped in bulk.

Free Time. - By "Free Time" is meant a specified number of days or hours during which freight may remain on wharf or terminal premises without incurring wharf demurrage. It is the specified time allowed on in-bound or out-bound traffic before the assessment of charges for storage.

Labor. - The term includes longshore and terminal work. The Chapter on Labor discusses the principal provisions and gives rates of pay established by signed contracts, showing the effective dates, rules, benefits, and local conditions.

Pilotage. - The service of guiding a vessel into or out of a harbor or through a channel or passage or shifting within the limits of the port, for which a major charge is assessed against the vessel, based on some unit such as draft or tonnage. Vessels under control of a local duly licensed United States pilot are exempt. Representative rates are shown in table on Pilotage.

Quarantine. - Quarantine to prevent the introduction of human communicable disease is mandatory at all ports. For the control and eradication of diseases and insect pests of animals and plants, meat inspection and related quarantines are also enforced. The provisions for medical and hospital care and enforcement of all quarantine laws are discussed under the appropriate Federal Service.

Towage. - The service rendered by tugs or towboats in assisting vessels into and out of a harbor, in docking and undocking, and in moving lighters, carfloats, etc., from pier to pier, for which a major charge is assessed against the vessel. The use of tugs to assist vessels entering, leaving, or shifting is usually not mandatory.

Water. - See tabulation on Water Rates listing ports where vessels can obtain water for boiler and/or drinking use, rate of supply, and charge assessed; and water boat rates for service in stream and other pertinent information.

SELECTED TARIFF LISTINGS

Port	Title of Tariff	Source Number
MAINE		
Portland	Maine Port Authority State Pier Tariff No. 1 - L	1
MASSACHUSETTS		
Boston	Massachusetts Port Authority Tariff P.B.C. 12 - F.M.B. No. 1	2
RHODE ISLAND		
Portsmouth	Atlantic Terminals, Inc. F.M.B. No. 33	3
CONNECTICUT		
Bridgeport	Cilco Terminal Co., Inc. F.M.B. No. 1	4
NEW YORK		
New York	The Port of New York Authority (Port Newark) Schedule 2A	5
	The Port of New York Authority (Port Newark) Schedule 3A	6
	Department of Marine and Aviation Public Wharf Charges	7
	New York Terminal Conference Tariff No. 5	8
Albany	Albany Port District Commission Tariff	9
NEW JERSEY		
Newark	(See New York)	
Trenton	Trenton Marine Terminal, Inc. Tariff No. 6	10
Camden	Camden Marine Terminals C.M.T. Tariff No. 20	11

SELECTED TARIFF LISTINGS (Continued)

Port	Title of Tariff	Source Number
PENNSYLVANIA		
Philadelphia	Port of Philadelphia Marine Terminal Association, F.M.B. - T. No. 1	12
DELAWARE		
Wilmington	Wilmington Marine Terminal Tariff No. 13	13
MARYLAND		
Baltimore	Maryland Port Authority Terminal Charges	14
VIRGINIA		
Norfolk	Lamberts Point Docks Terminal Tariff No. 1	15
Newport News	Chesapeake and Ohio Railway Co.	16
NORTH CAROLINA		
Wilmington and Morehead City	North Carolina State Ports Authority Terminal Tariff No. 3, F.M.B. No. 4	17
SOUTH CAROLINA		
Charleston Georgetown Port Royal	South Carolina State Ports Authority Terminal Tariff No. 1	18
GEORGIA		
Savannah	Savannah State Docks Terminal Tariff No. 1 - D	19
Brunswick	Brunswick Port Authority Terminal Tariff No. 1 - A	20

Port	Title of Tariff	Source Number
FLORIDA		
Jacksonville	Municipal Docks and Terminals of The City of Jacksonville, Florida Terminal Tariff F.M.B. 11	21
Palm Beach	Port of Palm Beach Tariff No. 3	22
Port Everglades	Port Everglades Tariff No. 4	23
Miami	Port of Miami Tariff No. 8	24

TABLE V
UNITED STATES ATLANTIC COAST

WHARFAGE 1/ (Miscellaneous Cargo, N.O.S.) and DOCKAGE CHARGES

PORTS	WHARFAGE (Per Short Ton of Cargo Unless Noted)		DOCKAGE (per day)		Tariff References Key
	Wharfage	Remarks	Dockage	Remarks	(See Tariff Listing)
MAINE					
Portland					1
Rail Cargo	.67	See Loading/Unloading			
Truck Cargo	.94				
MASSACHUSETTS					
Boston					2
(a) Cargo, N.O.S. (Except (b))	1.50	Applies to freight on-carried by truck.	See Remarks	Commonwealth Pier applies dockage charge of 20¢ per short ton on all cargo loaded or discharged, minimum $100 per day per berth.	
(b) " " Intercoastal					
RHODE ISLAND					
Portsmouth	.40		$100		3
CONNECTICUT					
Bridgeport	.50		.03 per vessel N.R.T. $75 minimum		4
NEW YORK					
New York*					
New York Port Authority			Per Day		5
Port Newark	.15	Wharf Usage	.03 per vessel G.R.T.		
" "	1.00	Shed Usage			
City of New York					
Dept. of Marine & Aviation		A top wharfage charge of 10¢ per ton per day applies on goods placed on pier before vessel arrival or remaining after 24 hours after vessel's departure.			7
Per day charge based on size of vessel: (Applies at public wharves)	Vessels Working Overside / Over Pier				
Up to 500 N.R.T.	$ 10 / $ 20				
501 to 1000 N.R.T.	25 / 40				
1001 to 2000 N.R.T.	25 / 75				
2001 to 3000 N.R.T.	50 / 125				
3001 to 4000 N.R.T.	50 / 170				
4001 to 5000 N.R.T.	75 / 200				
5001 to 6000 N.R.T.	75 / 225				
Over 6000 N.R.T.	100 / 225				
Albany	.25		.03 per vessel N.R.T. $75 minimum		9
NEW JERSEY					
Newark		See New York			
Trenton	.30				10
Camden	See Remarks	No wharfage is charged but terminal assesses a service charge of 35¢ per ton	.05 per vessel N.R.T. $125 minimum		11

TABLE V (Continued)
UNITED STATES ATLANTIC COAST

WHARFAGE 1/ (Miscellaneous Cargo, N.O.S.) and DOCKAGE CHARGES

PORTS	WHARFAGE (Per Short Ton of Cargo Unless Noted)		DOCKAGE (per day)		Tariff References Key
	Wharfage	Remarks	Dockage	Remarks	(See Tariff Listing)
PENNSYLVANIA					
Philadelphia	.40		.06 per vessel N.R.T. $150 minimum		12
DELAWARE					
Wilmington					13
vessels 200' long or less	.20		$16.50 to $27.50	Maximum dockage/wharfage for vessels 200' or less, $100 per day	
vessels over 200'	-		.06 per vessel N.R.T. $135 minimum		
MARYLAND					
Baltimore	.30	See tariff re: top wharfage; side wharfage; and usage charges	$50 to $250	Dockage per day based on net cargo tonnage ranges from $50 (0-100 tons) to $250 (over 700 tons)	14
VIRGINIA					
Norfolk	.05 per 100 lbs	Applies only when no line haul involved	-	No dockage charges vessels working cargo while alongside pier	15
Newport News	.30	do	-	See Norfolk	16
NORTH CAROLINA					
Morehead City and Wilmington	.40		.03 per vessel G.R.T. minimum $20		17
SOUTH CAROLINA					
Charleston)			Per Day		
Georgetown)	.40		.03 per vessel G.R.T.		18
Port Royal)			$20 minimum		
GEORGIA					
Savannah)			Per Day		19
Brunswick)	.40		.03 per vessel G.R.T. $20 minimum	Tankers are charged .05 cents per day for 1st two days thence .03 cents per day for 3rd through 21st day.	20
FLORIDA					
Jacksonville	.40		Per Day .03 per vessel G.R.T. $15 minimum		21
Palm Beach	.30		.03 per vessel G.R.T.		22
Port Everglades	.30		.03 per vessel G.R.T.		23
Miami	.30		.03 per vessel G.R.T.		24

1/ Wharfage Charges as listed apply to cargo utilizing place-of-rest (indirect movement).

* NOTE: Wharfage or dockage charges are not assessed at terminals leased by steamship companies at the Port of New York.

TABLE VI
UNITED STATES ATLANTIC COAST

PILOTAGE RATES

Ports	Organization	Representative Charges	Per Foot Draft
MAINE			
Portland	Portland Pilots, Inc. 179 Commercial Street Portland, Maine	Vessel deadweight tonnage: Under 9,999 10,000 to 19,999 20,000 to 29,999 30,000 to 39,999 40,000 to 49,999 Minimum -- over 5,000 DWT, the minimum charge is equal to 20 ft. draft of prescribed rate.	$ 4.00 5.00 6.00 8.00 10.00
MASSACHUSETTS			
Boston	Boston Pilots 69 Long Wharf Boston, Massachusetts	Vessel net tonnage: Under 501 501 to 1,000 1,000 to 1,500 1,501 to 2,000 Over 2,000 Shifting in Upper Harbor $25.00	4.50 5.00 5.50 6.00 6.50
Fall River	Rhode Island State Pilots Association	Below Bridges: Registry vessels Enrolled vessels Above Bridges (additional charge $40)	6.50 4.50
RHODE ISLAND			
Providence	Rhode Island State Pilots Association	Registry vessels: 2,000 gross tons and over Minimum charge $126.00 Under 2,000 gross tons Minimum charge $60.00	7.00 6.00
CONNECTICUT			
New London	New London Connecticut Pilots Association 448 Montauk Avenue New London, Connecticut	Per Foot of Draft	7.00
New Haven	New Haven Pilots' Association New Haven 4, Connecticut	Between seabouy and inner harbor Registry vessels - per foot of draft Enrollment vessels - per ship Docking or undocking (based on over-all length of vessel) Vessels under 500 feet Vessels 500 feet to 600 feet Vessels 600 feet or over	5.00 35.00 10.00 15.00 20.00
Bridgeport		See New Haven	
NEW YORK			
New York	Hell Gate Pilots Association 173 Marine Street City Island 64, New York	Port of New York via Sands Point or Execution Rock: Per draft foot Rates in inches: 0 to 3 3 to 7 8 to 12	7.00 No charge 3.50 7.00
	New York-New Jersey Sandy Hook Pilots Association 24 State Street, New York 4, N.Y.	Port of New York via Sandy Hook Per draft foot Fractions of foot - 6 inches For transporting a vessel: Between New York and one of the following areas: Leonardo, Perth Amboy, Raritan River, Arthur Kill, Kill van Kull, Newark Bay and tributaries per draft foot ..... (Minimum $75.00) Docking or undocking	7.00 3.50 3.00 50.00

PILOTAGE RATES

Ports	Organization	Representative Charges	Per Foot Draft
NEW YORK (Cont'd.)			
Albany	Hudson River Pilots Association 24 State Street, New York 4, N.Y.	Between New York and Albany Per foot of draft, each way (minimum $175.00) Docking or undocking	$ 11.50 35.00
PENNSYLVANIA			
Philadelphia and other Delaware River Ports	Pilots Association for the Bay and River Delaware	Between the Capes of the Delaware and ports on the Delaware River: Vessels with 12 foot draft or less, per half-foot Vessels over 12 foot draft, per half-foot For transporting a vessel: Philadelphia (or other place) to Marcus Hook Philadelphia (or other place) below Marcus Hook Philadelphia to Torresdale including Trenton: with draft of 24 ft. or less with draft over 24 ft.	 2.50 3.75 30.00 40.00 50.00 100.00
MARYLAND			
Baltimore	Association of Maryland Pilots Recreation Pier Baltimore, Maryland	Baltimore via Chesapeake Capes or Delaware Canal: Vessels with 10 foot draft or less, per foot Vessels with 10 to 13 foot draft, per foot Vessels with 13 foot draft or more, per foot	 6.50 7.50 8.50
VIRGINIA			
Norfolk	Virginia Pilot Association 425 W. Bute Street Norfolk, Virginia		Bunkers With or Cargo Orders
		Vessels net tonnage: Under 501	4.14 3.24
		501 to 1,000	4.83 3.66
		1,001 to 1,500	5.52 4.14
		1,501 to 2,000	6.21 4.62
		Over 2,000	6.90 5.10
		Any Tonnage Newport News to Richmond; Smith Point to Alexandria: Paying no sea pilotage, per draft foot Paying sea pilotage, per draft foot Shifting Assisting in docking or undocking without tugs	 4.60 2.00 25.00 50.00
Newport News	Virginia Pilot Association 2306 West Avenue Newport News, Virginia	See Norfolk	
NORTH CAROLINA			
Morehead City	Morehead City Pilots Association Morehead City, North Carolina	Minimum charge Vessels up to 25' draft: 15 foot draft Each foot over 15', add Vessels over 25 foot draft Each foot over 25 feet, add Maximum, vessels drawing 35 feet	50.00 60.00 10.00 165.00 5.00 185.00
Wilmington	Cape Fear Pilot Association Southport, North Carolina	Southport to the Sea Wilmington/Southport Selected draft (25 feet) Rates increase per foot of draft; (1) $4.50, (2) $3.00. See tariff for full schedule.	116.50 77.50

TABLE VI (Continued)
UNITED STATES ATLANTIC COAST

PILOTAGE RATES

Ports	Organization	Representative Charges	Per Foot Draft
SOUTH CAROLINA			
Georgetown	Georgetown Pilots	Minimum of 9 ft. draft and under (Thence, additional charges for each additional half-foot of vessel draft.)	$ 25.00
		Vessels of 15½ feet draft (Thence add $5.00 for each additional half-foot draft.)	85.00
		Maximum at 27 feet	200.00
Port Royal	Port Royal Pilots	Vessels drawing 25 feet	170.00
		Rates increase $10 per foot	
		Maximum	240.00
		See Tariff for full schedule	
Charleston	Charleston Branch Pilots Association	Shallow craft, 10 foot draft and under	70.00
		Vessels drawing over 10 feet to 28 feet, add per half-foot	3.50
		Over 28 feet, add per half-foot	$4-$5
		Maximum at 36 feet	275.00
GEORGIA			
Savannah	Savannah Bar Pilots	Minimum: vessels of 10 feet draft and under $77.50; thence varying additional charges for each additional half-foot of vessel draft. Representative charges are:	

Feet and under	Charges	Feet and under	Charges
20	$155.00	23	$178.50
20½	159.00	23½	182.50
21	163.00	24	186.00
21½	167.00	24½	190.00
22	170.00	25	194.00
22½	174.50	25½ etc.	198.00
		maximum 33½	260.00

Shifting $50.00

Brunswick	Brunswick Pilots Association Saint Simons Island, Georgia	Same as Savannah	
FLORIDA			
Fernandina	Cumberland Sound Pilots Association	Per foot of draft, minimum 5 feet	20.00
		thence erratic increases to maximum 32 feet draft	224.00
		Shifting	25.00
Jacksonville	St. Johns Bar Pilot Association	Minimum of 8 feet draft	32.00
		thence increases per foot of draft to 33 feet	231.00
		Shifting	20.00

Port Canaveral	Canaveral Port Authority	Per foot draft	Rate per Foot
		Under 10 feet	$4.00
		10 feet to 14 feet	5.00
		14 feet to 20 feet	6.00
		Over 20 feet	7.00

Palm Beach	Port of Palm Beach	Per foot draft	Rate per Foot
		Under 6 feet	$2.00
		6 feet to 10 feet	3.00
		10 feet to 14 feet	4.00
		14 feet to 20 feet	5.00
		Over 20 feet	6.00

Port Everglades	Broward County Port Authority	Minimum 9 feet draft (except vessels under 150 gross tons)	30.00
		thence increases per foot ($3 to $10) up to 36 feet	190.00
Miami	Seaport Department Metropolitan Dade County	Same as Palm Beach	

TABLE VII
UNITED STATES ATLANTIC COAST

TOWAGE CHARGES
For Docking or Undocking During Straight Time Hours

Ports	Representative Charges		Remarks
MAINE			
Searsport	Week-day rates - 8 A.M. to 4 P.M. Based on Size of Vessel Gross Tonnage 1,000 - 3,000 3,000 - 5,000 5,000 - 7,000 Thence for each 2,000 tons add $100.00 Maximum $1,200	In or Out, minimum per vessel: $175.00 200.00 300.00	See Tariff issued by Eastern Maine Towage Co., Inc., Belfast, Maine.
Portland	Week-day rates 8 A.M. to 4 P.M. Dry Cargo Vessels: All docks east of Portland Bridge Maine Central Wharf 3 & 4 Texas, American Oil & Socony Docks Rolling Mill & Long Island Docks Cousins Island & Harpswell Depot (first 1½ hours) Tankers (minimum): Pocahontas Terminal Portland Pipe Line No. 2 Texas, Socony and American Oil Docks Rolling Mills and Long Island Docks Central Maine Power Co. Wharf Harpswell Fuel Depot (1st 1½ hours)	In or Out Per Tug 1st Hour: $ 74.00 82.00 87.00 94.00 204.00 per vessel 1st Hour: $188.00 266.00 222.00 271.00 201.00 522.00	Hourly charge on week days after base period, $49 per tug. For overtime rates see tariff issued by Central Wharf Towboat Co., Inc., Portland, Maine. Towage rates for tankers vary according to barrel capacity of tanker and location of facility. For other than minimum rates see tariff issued by Central Wharf Towboat Co., Inc., Portland, Maine.
MASSACHUSETTS			
Boston	Week-day rates - 8 A.M. to 4 P.M. All vessels (except bulk carriers of 27,000 D.W.T. & Over) 1. All piers below bridge in Boston Upper Harbor, including Hoosac, Mystic Piers, Navy Yard, Charleston; Metropolitan Coal, Chelsea; National Dock, Tidewater Coal, Boston Marine Works, Bethlehem Shipbuilding, Boston & Albany, Navy Fuel, Bird Island Dolphins, East Boston; New Haven Piers, Commonwealth, White Fuel, Edison L-Street, Army Base, Castle Island, Navy Yard, South Boston. 2. Esso Standard Oil, Mystic Iron Works, Everett Coke Works, Everett; Revere Sugar, Wiggin Terminal, Mystic Pier 51, New England Coal & Coke, U.S. Gypsum, Boston & Maine Mystic, Snider Fuel, Palmer & Parker's, Glendale Coal, Eastern Salt, Charlestown. 3. American Sugar, South Boston; Jenney's Chelsea; Socony-Mobil Oil, State Fuel, East Boston. 4. Tidewater Oil, Hartal, Union Oil, Revere; Monsanto Chemical, Everett; Gulf Oil, Chelsea River. 5. Socony-Mobil Oil, Proctor & Gamble, Quincy; American Agriculture Chemical, North Weymouth; Edison Light, Weymouth; Lynn Gas & Electricity, Lampers, Reed & Costello, Lynn. 6. Sprague, Breed, Stevens & Newhall, Lynn; Deep-water Oil, Quincy; Cities Service, Braintree. 7. Salem Terminal, Salem; Gulf Refining, Beverly.	In or Out Per Tug (Add 5% surcharge): $ 61.00 67.00 82.00 125.00 167.00 194.00 263.00	See tariff issued by Boston Tow Boat Co., 250 Stuart Street, Boston, Massachusetts
Fall River	Week-day rates - 8 A.M. to 4 P.M. Based on length of vessel Vessels up to 530 ft. in length Vessels over 530 ft. in length	In or Out Per Tug: $235.00 265.00	
RHODE ISLAND			
Providence	Week-day rates - 8 A.M. to 4 P.M. Based on length of vessel Vessels up to 530 ft. in length Vessels over 530 ft. in length	In or Out Per Tug: $140.00 170.00	

TOWAGE CHARGES
For Docking or Undocking During Straight Time Hours

Ports	Zone	Representative Charges	Base Period-Hrs.	In or Out Minimum Per Tug:	Remarks
CONNECTICUT					
New London		Based on hourly rate		In or Out Per hour	
		Two tugs available at		$ 40.00	
		One tug available at		50.00	
New Haven		Week-day rates 6 A.M. to 6 P.M.		In and Out	Rates apply to vessels using own power. See tariff issued by The New Haven Towing Co.
		Based on length of vessel			
		Under 400 ft.		$535.00	
		400 - 450 ft.		575.00	
		450 - 550 ft.		600.00	
		550 - 600 ft.		660.00	
		600 ft. and over		660.00 plus extra tug charge	
Bridgeport		Week-day rates 7 A.M. to 5 P.M.		In and Out	
		Based on length of vessel			
		Under 300 ft.		$445.00	
		300 - 400 ft.		605.00	
		400 - 500 ft.		695.00	
NEW YORK					
Albany		Week-day rates 8 A.M. to 4 P.M.		Per Tug	Hourly charge on week days $40 after first hour. See Tariff Issued by Matton Transportation Co., Inc., Cohoes, N.Y.
		Base period 1 hour		1st Hour: $145.00	
New York	Zone	Week-day rates 8 A.M. to 4 P.M.	Base Period-Hrs.	In or Out Minimum Per Tug:	Hourly charge on week days after base period $48 per hour per tug. See Tariff issued by Dalzell Towing Co., Inc. 21 West Street, New York 6, N. Y.
		East River - Brooklyn Shore			
	1	69th St., Brooklyn - Gowanus Canal	1	$ 84.00	
	2	Erie Basin, Brooklyn Navy Yard	1	73.50	
	3	Above Brooklyn Navy Yard - Dupont St. Brooklyn	1	93.00	
	4	Newtown Creek - Jackson & Greenpoint Avenue Bridges	1	123.00	
	5	Newtown Creek - Greenpoint & Meeker Avenue Bridges	1½	147.50	
	6	Newtown Creek - Above Meeker Ave. Bridge	1½	160.50	
	7	Long Island City (Queensborough Bridge)	1	117.50	
	8	Potts Cove, Steinway & Casino Beach	2	246.00	
		East River - New York Shore			
	9	Battery - Jackson St., East River	1	73.50	
	10	Jackson St. - Queensborough Bridge	1	117.50	
	11	Hunts Point, Port Morris & Hell Gate	2	246.00	
	12	Whitestone	2	267.50	
	13	City Island	2	288.00	
		North River - New York Shore			
	14	Battery - Pier 62, North River	1	73.50	
	15	Pier 64, North River to Pier 99, North River	1	93.00	
	16	125th St. to 135th St.	1	146.50	
	17	Yonkers	2	246.00	
	18	Tarrytown	3½	386.00	
		Upper Bay - North River - New Jersey Shore			
	19	Claremont, Black Tom, Greenville and Tankport	1	123.00	
	20	Caven Point	1	117.50	
	21	Jersey City (C.R.R. of N.J.) - 10th St., Hoboken	1	73.50	
	22	10th St., Hoboken - Weehawken	1	93.00	
	23	Guttenberg (including Pier 7 West Shore and above)	1	123.00	
	24	Edgewater	1	146.50	
	25	George Washington Bridge	1½	197.50	
		Staten Island - Sandy Hook			
	26	Staten Island Docks, N.Y. Bay (incl. Bay Ridge and Staten Island Anchorages)	1	117.50	
	27	Gravesend Bay	1½	188.00	
	28	Sandy Hook and South West Spit	2½	288.00	
	29	Leonardo, N. J.	2½	311.50	

TONAGE CHARGES
For Docking or Undocking During Straight Time Hours

Ports	Representative Charges				Remarks
NEW YORK (Cont'd.)					
New York					
Zone		Base Period-Hrs.		In or Out Minimum Per Tug:	
30	Kill van Kull and Arthur Kills Constable Hook, Bayonne (incl. Navy Depot and Liberty Anchorage)	1		$117.50	
31	Mariners Harbor, Port Johnson and points opposite	1		139.00	
32	Bergen Point and Port Ivory	1		169.50	
33	Elizabethport to South Amboy (including Sayreville)	1		168.50	
	Newark Bay - Passaic & Hackensack Rivers				
34	Port Newark	1½		211.00	
35	Newark	2		246.00	
36	Kearny	2		246.00	
37	Kearny-Seaboard	2		265.00	
PENNSYLVANIA					
Philadelphia and other Delaware River Ports	Week-day rates 8 A.M. to 4 P.M.			In or Out Per Tug:	
	Between Delair Bridge & Greenwich Point			$104.00	
	Fort Mifflin or Hog Island			162.00	
	Paulsboro, New Jersey			188.00	
	Chester, Eddystone, Marcus Hook, Claymont			188.00	
	Wilmington, Delaware			300.00	
	Girard Point			170.00	
	Point Breeze			196.00	
	Assisting vessels through Chesapeake & Delaware Canal			650.00	
	Morrisville, Pa., & Trenton, N. J.			315.00	
MARYLAND					
Baltimore	Week-day rates 7 A.M. to 4 P.M. Based on Size of vessel	Per Tug, In or Out Area 1	Area 2	Area 3	Area 1 - Docking or undocking at Fairfield, lower Canton, Fort Covington, inside Lazaretto. Area 2 - Docking or undocking at Curtis Bay, Hawkins Point, or Dundalk. Area 3 - Docking or undocking at Sparrows Point. See local Tariffs for other rates.
	Gross Tonnage				
	Up to 2,000	$ 45.00	$ 58.00	$ 70.00	
	2,551 - 3,050	55.00	65.00	78.00	
	3,051 - 3,550	64.00	75.00	89.00	
	3,551 - 4,050	72.00	84.00	100.00	
	4,051 - 4,550	83.00	91.00	108.00	
	4,551 - 5,050	89.00	101.00	117.00	
	5,051 - 5,550	100.00	109.00	127.00	
	5,551 - 6,050	108.00	119.00	135.00	
	6,051 - 6,550	117.00	128.00	145.00	
	6,551 - 7,050	127.00	136.00	151.00	
	7,051 - 7,550	135.00	146.00	161.00	
	7,551 - 8,000	145.00	156.00	173.00	
	8,001 - 8,500	151.00	164.00	180.00	
	8,501 - 9,000	161.00	174.00	189.00	
	9,001 - 9,500	173.00	181.00	196.00	
	9,501 -10,000	180.00	190.00	208.00	
	Above rates are subject to 10% discount				
VIRGINIA					
Alexandria	Per tug per hour, in or out, $25.00				
Norfolk	Docking and/or undocking				
	Coal Piers (one or both operations)	per N.R.T.			Coal piers rate applies days, nights, Sundays, and holidays.
	With power	5¢			
	Without power	7½¢			
	Minimum - $67				
	Merchandise Piers (each operation)				Merchandise piers rate given applies Monday through Friday.
	With power	7½¢			
	Without power	11¢			
	Minimum - 3,000 N.R.T.				
	Terminals located through bridges				
	Merchandise rate applies plus 1¢ per N.R.T. for each bridge				
	Above rates, except coal piers, subject to 10% discount.				

TABLE VII (Continued)
UNITED STATES ATLANTIC COAST

TOWAGE CHARGES
For Docking or Undocking During Straight Time Hours

Ports	Representative Charges			Remarks
VIRGINIA				
Newport News	Docking and undocking	per N.R.T.	In or Out Per Tug:	
	Coal Piers (one or both operations)			
	With power	5¢		
	Without power	5¢		
	Minimum - $67	7½¢		
	Merchandise Piers (one or both operations)			
	With power	5¢		
	Without power	7½¢		
	Minimum - $67			
Hopewell	Docking or undocking per tug per hour		$ 64.00	Curtis Bay Towing Co., Norfolk lists charges for towing to, or docking or undocking at Hopewell, Richmond, Yorktown, Claremont or Fort Eustis.
	Minimum per tug		640.00	
Richmond	See Hopewell.			
NORTH CAROLINA				
Morehead City	Week-day rates 8 A.M. to 4:30 P.M.		In or Out Per Tug:	See Tariff issued by Carteret Towing Co., Inc., Morehead City, N.C. Rates quoted herein cover tug assistance to freight vessels and tankers.
	Based on Size of Vessel			
	Gross Tonnage			
	Under 4,000		$ 75.00	
	4,000 - 4,500		85.00	
	4,500 - 5,000		95.00	
	5,000 - 5,500		100.00	
	Over - 5,500 add $5.00 for each additional 500 tons			
Wilmington	Week-day rates 8 A.M. to 4 P.M.		In or Out Per Tug:	In addition to regular rates, a towage charge of $125.00 is made for vessels going to Armour Fertilizer on the Cape Fear River. Vessels going to Virginia Carolina Chemical Facilities on the Cape Fear River are charged $75.00 in addition to the Armour rate. Vessels bound for fertilizer plants on the Northeast River above the railroad bridge are charged $200.00 in addition to the regular rates.
	Based on Size of Vessel			
	Gross Tonnage			
	Under 5,500		$100.00	
	Over 5,500 add $5.00 for each additional 500 tons			
SOUTH CAROLINA				
Georgetown	Week-day rates 7 A.M. to 4 P.M.		In and Out Per Tug:	See Tariff issued by Marine Industries, Inc. Georgetown, South Carolina.
	Docking and/or undocking		$300.00	
	At State Dock or Paper Mill Dock			
Port Royal	Week-day rate 7 A.M. to 4 P.M.		In or Out Per Tug:	
	Docking and/or undocking		$350.00	
Charleston	Week-day rate 7 A.M. to 4 P.M.	In or Out Per Tug:		Area 1 - Facilities on Cooper and Ashley Rivers below bridges.
	Based on Size of Vessel	Area 1	Area 2	
	Net Registered Tons:			Area 2 - Facilities above Cooper River bridge or on Ashley River above first bridge.
	Up to - 3,500	$50.00	$ 60.00	
	3,501 - 4,000	55.00	70.00	
	4,001 - 4,500	60.00	80.00	
	4,501 - 5,000	65.00	90.00	
	5,001 - 5,500	70.00	100.00	
	Over 5,500 tons for each 500 tons add	5.00	10.00	

TABLE VII (Continued)
UNITED STATES ATLANTIC COAST

TONNAGE CHARGES
For Docking or Undocking During Straight Time Hours

Ports	Representative Charges		Remarks
GEORGIA			
Savannah	Week-day rates 7 A.M. to 4 P.M. Based on Size of Vessel Net Register Tons: Under - 3,250 3,250 - 3,500 3,500 - 3,750 thence for each 250 tons, from 3,750 to 7,000 tons, add $5.75 and for each 250 tons above 7,000 tons, add $10.00.	In or Out Per Tug: $ 85.00 92.00 97.75	If more than one tug is used there will be an additional charge per tug of 50 per cent of tariff rate.
Brunswick	Week-day rates 7 A.M. to 4 P.M. Based on Size of Vessel Net Register Tons: Under 3,250 thence repeat above categories for Savannah and add $7.50.	In or Out Per Tug: $ 92.50	
FLORIDA			
Fernandina	Week-day rates 8 A.M. to 4 P.M. Based on Size of Vessel Net Register Tons: 1,500 to 2,000 For each 250 tons over 2,000 tons, add following amounts to base rate, according to size of vessel: 2,000 - 4,500 tons 4,500 - 5,250 " 5,250 - 7,000 " Over 7,000 "	In or Out Per Tug: $ 85.00 5.00 6.00 7.00 10.00	
Jacksonville	Week-day rates 8 A.M. to 4 P.M. Docking and undocking Gross Registered Tonnage 6,500 tons and under thence for each 500 tons add $10.00 Maximum 12,000 gross tons at $230.00	In or Out Per Tug: $110.00	
Port Canaveral	Week-day rates 8 A.M. to 4 P.M. Based on Size of Vessel Gross Tonnage Under - 4,000 4,000 - 4,500 4,500 - 5,000 5,000 - 5,500 5,500 - 6,000 6,000 - 6,500	In or Out 1st Tug: $ 85.00 95.00 106.00 111.00 117.00 123.00	See Tariff of Port Canaveral Towing Company for rates for larger vessels.
Palm Beach	Week-day rates 8 A.M. to 4 P.M. Based on Size of Vessel Gross Tonnage Under - 5,000 5,000 - 7,000 7,000 - 9,000 9,000 -11,000 11,000 -12,000 12,000 -15,000 Over 15,000	In or Out 1st Tug: $105.00 120.00 150.00 175.00 190.00 205.00 230.00	
Port Everglades	Week-day rates 8 A.M. to 4 P.M.	See Port Canaveral	Towage rates at Port Everglades as charges by the Port Everglades Towing Company are identical with those listed at Port Canaveral

TOWAGE CHARGES
For Docking or Undocking During Straight Time Hours

Ports	Representative Charges		Remarks
FLORIDA (Cont'd.) Miami	Week-day rates 7 A.M. to 5 P.M. Based on Size of Vessel Gross Tonnage	In or Out Per Tug:	
	Under - 2,000	$ 35.00	
	2,000 - 4,000	50.00	
	4,000 - 6,000	75.00	
	6,000 - 8,000	100.00	
	Over 8,000	125.00	

TABLE VIII
UNITED STATES ATLANTIC COAST

FREE TIME (DAYS) AND DEMURRAGE CHARGES
(Cents per Ton of 2,000 Pounds or 100 Pounds)
For Miscellaneous Cargo, N.O.S.

PORTS	FREE TIME (Days) Foreign and Offshore		DEMURRAGE	Tariff Reference Key (See Tariff Listing)	REMARKS
	Inbound	Outbound			
Portland, Maine	5	10	$2.61 per ton for 1st 30 days, thence 86¢ per ton for each additional 15-day period.	1	
Boston, Massachusetts	5	7	5½¢ per 100 lbs. 1st 10 days, thence 2¢ per 100 lbs for subsequent 10-day periods.	2	
Portsmouth, Rhode Island	Upon Request			3	
Bridgeport, Connecticut	10	10	2¢ per 100 lbs 1st 5 days; thence 5¢ per 100 lbs for subsequent periods.	4	
New York, New York	5	7	10¢ per ton per day.	5	Free time includes Saturdays and Sundays.
Albany, New York	10	15	From 5½¢ to 9¢ per mo. per 100 lbs.	9	Free time: Intercoastal 10 days Coastwise 5 days
Trenton, New Jersey	5	7	Upon Request.	10	
Camden, New Jersey	5	7	20¢ per ton per day.	11	
Philadelphia, Pennsylvania	5	7	5¢ per 100 lbs 1st 5 days. 10¢ " " " 2nd " " 15¢ " " " 3rd " " 20¢ " " " for subsequent 5 days	12	
Wilmington, Delaware	5	7	Upon Request.	13	Free time: Outbound in Carload Lots 7 days; Less than Carload Lots 5 days; Intercoastal and Coastwise 5 days.
Baltimore, Maryland	5	7	Export: 9¢ per 100 lbs 1st 10 days, thence 3½¢ per 100 lbs for subsequent 10-day periods. Import: By Truck 15½¢ per 100 lbs 1st 15 days, thence 5½¢ per 100 lbs each additional 5-day period. By Rail, 15½¢ per 100 lbs 1st 30 days, thence 5½¢ per 100 lbs for each additional 15 days.	14	
Norfolk, Portsmouth, & Newport News, Virginia	5	7	Export: 8¢ per 100 lbs 1st 10-day period, thence 3¢ per 100 lbs for subsequent 10-day periods. Import: 14¢ per 100 lbs 1st 30-day period, thence 4½¢ per 100 lbs for subsequent 15-day periods.	15 & 16	Import demurrage charges apply to cargo lots of 24 thousand pounds or higher.
Wilmington & Morehead City, North Carolina	5	17	$1.20 per short ton for 30 days.	17	Free time includes Saturdays, Sundays and holidays. Intercoastal free time same as for foreign.
Charleston, South Carolina	5	17	$1.20 per short ton for 30 days.	18	Free time includes Saturdays, Sundays and holidays.
Savannah & Brunswick, Georgia	5	17	$1.20 per short ton for 30 days.	19 & 20	Free time includes Saturdays, Sundays and holidays. Intracoastal and Coastwise free time same as for foreign.
Jacksonville, Florida	5	10	$1.00 per short ton for 30 days.	21	Free time: Foreign inbound excludes Saturdays, Sundays and holidays; Foreign Outbound includes Saturdays, Sundays and holidays; Intercoastal free time 5 days.
Palm Beach, Florida	10	10	5¢ per ton per day, 1st 3 days. 7½¢ " " " " , thereafter	22	Free time includes Saturdays, Sundays and holidays. Free time coastwise (excluding Saturdays, Sundays and holidays) inbound in Carload Lots 3 days; Less than Carload Lots 4 days. Storage $1.20 per ton per month.
Port Everglades, Florida	10	10	7¢ per ton per day, 1st 3 days. 10¢ " " " " , thereafter	23	Free time includes Saturdays, Sundays and holidays. 10 days free time in all trades.
Miami, Florida	10	10	5¢ per short ton per day, 1st 3 days. 7½¢ " " " " , thereafter	24	Free time includes Saturdays, Sundays and holidays. Storage 60¢ per short ton for 30 days.

TABLE IX
UNITED STATES ATLANTIC COAST

LOADING AND UNLOADING CHARGES ON MISCELLANEOUS CARGOES, N.O.S. (INDIRECT MOVEMENT)
(In Cents per Short Ton Unless Otherwise Indicated)

PORTS	CHARGES	REMARKS
MAINE		
Searsport	N.A.	
Portland	186	Includes wharfage charge of 67¢.
NEW HAMPSHIRE		
Portsmouth	N.A.	
MASSACHUSETTS		
Boston	N.A.	Rate for labor furnished on request. (Hoosac Grain Elevator also handles General Cargo).
New Bedford	N.A.	
Fall River	N.A.	
RHODE ISLAND		
Portsmouth	N.A.	
Providence	N.A.	
CONNECTICUT		
New London	N.A.	
New Haven	N.A.	
Bridgeport	N.A.	Rates furnished on request. (Terminal reserves right to load trucks and cars. No deliveries at end of ships tackle.)
NEW YORK		
Albany		
(Trucks: Between Shed and Truck)	$1.00	For rail charges, see Albany Port District on Tariff No. 17.
New York, New York, and New Jersey		
Trucks:		
Cargo measuring 100 cu. ft. per long ton or less		See Tariff for cargo measuring over 100 cu. ft. per long ton.
Single commodity of 25,000 lbs. or more	13¢ per 100 lbs.	
Less than 25,000 lbs.	16¢ " " "	
Palletized Cargo (See Tariff for exceptions)	6½¢ " " "	
Pre-unitized Cargo		
Units 1000 - 2000 lbs.	9¢ " " "	
Units 2001 - 6000 lbs.	6½¢ " " "	
Lighters, etc.	Loading Unloading	
Volume rate, 100 Tons or More Each	68 59	
Less Volume Rate	70½ 63	
Railroad Cars on Floats Alongside Vessel	$2.12 $2.12	No charge for single pieces of cargo weighing 6-25 tons providing cargo is received from or destined to a railroad.
NEW JERSEY		
Trenton		
Trucks:		
Partial service at tailgate	6¢ per 100 lbs.	Delivery effected when cargo placed on pallets on tailgate; however, when equipment and/or labor are requested a charge of $1.14 per 100 lbs. applies.
To load or handle cargo in the truck	11¢ " " "	
Camden		
Trucks:		
Loading per ton (W/M)	$2.00	Performed by railroad companies in accordance with provisions of tariff on import, export and intercoastal traffic.
PENNSYLVANIA		
Philadelphia		
Car Service: (Loading or unloading)	$2.33	
Truck:		
Full loading or unloading	13¢ per 100 lbs.	User charge: Whenever rail line lighter operator or truck operator performs own loading or unloading operation a charge of 3¢ per 100 lbs. usage charge is assessed by the terminal operator.
Tailgate loading or unloading	6½¢ " " "	
Pre-palletized cargo	6½¢ " " "	
Lighter: (Loading or unloading)	$2.50	

TABLE IX (Continued)
UNITED STATES ATLANTIC COAST

LOADING AND UNLOADING CHARGES ON MISCELLANEOUS CARGOES, N.O.S. (INDIRECT MOVEMENT)
(In Cents per Short Ton Unless Otherwise Indicated)

PORTS	CHARGES	REMARKS
DELAWARE		
Wilmington	N.A.	User charge: 14¢ per short ton assessed when Board of Harbor Commissioners does not receive handling charge. (Board reserves the right to load or unload trucks with its own equipment and/or labor.)
MARYLAND		
Baltimore		
Car	$2.07	Unless absorbed by rail carrier when Railroad labor is used a user charge of 30¢ per net ton is assessed carrier making pick up or delivery.
Truck	$2.71	
DISTRICT OF COLUMBIA		
Washington	N.A.	
VIRGINIA		
Alexandria	N.A.	
Norfolk	7¢ per 100 lbs.	Limited to articles weighing 5,000 lbs. or less.
Portsmouth	N.A.	
Newport News	$1.92	When no line haul is involved. Cargo also, subject to weight limitations.
Hopewell	N.A.	
Richmond	N.A.	
NORTH CAROLINA		
Morehead City	150	Handling includes movement of cargo between place of rest and storage or place of rest and cars or vehicles.
Wilmington	150	Same as Morehead City.
SOUTH CAROLINA		
Georgetown	150	
Port Royal	150	
Charleston	150	
GEORGIA		
Savannah	150	
Brunswick	150	
FLORIDA		
Fernandina	N.A.	
Jacksonville	$2.00	
Canaveral Harbor	N.A.	
Fort Pierce	N.A.	
Palm Beach	$1.50	Handling performed by port personnel.
Port Everglades		
Truck:	W/T M/T	
1st handle - shipside/point of rest	$1.30 $1.14	
2nd handle - point of rest/Truck	$2.73 $1.58	
Rail	N.A.	Subject to special arrangement with freight handler.
Miami	N.A.	User Charge: Trackage $6 per car; Truck service $4 for loading/unloading.

MISCELLANEOUS RATES AND CHARGES

The miscellaneous rates, services, and charges at Atlantic Coast ports include the provision of water and electricity which are generally available at the principal terminals. Different practices exist at the various ports in the methods by which water and electricity charges are assessed. With respect to water rates and charges, the difference arises because some ports charge by the gallon, some by the ton with a minimum charge, while others charge by the cubic foot. The basis of charges for electricity is by the kilowatt-hour, per day or by each connection. In other instances ports without published tariffs will furnish rates and charges on application.

Water is generally available at the ports at charges such as 21 cents a ton at Wilmington, Del.; 55 cents a ton at ports in North Carolina, South Carolina, and Georgia; and 70 cents a ton in New Jersey.

The rates and charges for electricity vary for the first 100 kilowatt-hour. The charges are reduced considerably with each additional 100 kilowatt-hour furnished. In Wilmington, Del.; for example, a charge of 10 cents is made for the first 100 kilowatt-hours, $9\frac{1}{2}$ cents for the next 100 kilowatt-hours, and finally for 26,000 kilowatt-hours the charge is $4\frac{1}{2}$ cents for each 100 kilowatt-hours.

TABLE X
UNITED STATES ATLANTIC COAST

Miscellaneous Port and Terminal Services, Rates and Charges
WATER AND ELECTRICITY

PORTS	WATER		ELECTRICITY	
	Basis for Charges	Rate in Cents	Basis for Charges	Rate in Cents
MAINE				
Searsport		N.A.		N.A.
Portland	Per 1,000 gals. (Minimum $2.50)	100	Rates on application	N.A.
NEW HAMPSHIRE				
Portsmouth		N.A.		N.A.
MASSACHUSETTS				
Boston	Per 100 cu.ft. (Minimum $20.00)	16⅔	Per K.W.H. (Minimum $10.00)	6
New Bedford	Per 100 cu.ft.	15	Per K.W.H.	15
Fall River		N.A.		N.A.
RHODE ISLAND				
Portsmouth		N.A.		N.A.
Providence		N.A.		N.A.
CONNECTICUT				
New London		N.A.		N.A.
New Haven		N.A.		N.A.
Bridgeport	Per Ton on Mon.-Fri. (Sat., Sun. & Holidays by agreement) $15 minimum	30	Yard lights $25 and aboard ship $1.00 per night	-
NEW YORK				
Albany	Per 100 cu.ft. (Minimum $10.00)	100	Light - Per 100 watt light per night of ten hours	40
New York, New York & New Jersey		N.A.		N.A.
NEW JERSEY				
Trenton	Per Ton (During regular hours) (During Nov. 15-Mar.30, add 35¢ per ton)	70	Per K.W.H. (Min. $1.00 each connection)	12
Camden	Per 100 cu.ft. (Minimum $10.00)	70	Per K.W.H.	15
PENNSYLVANIA				
Philadelphia		N.A.		N.A.
DELAWARE				
Wilmington	Per Net ton (Minimum $10.00)	21	1st 100 K.W.H. next 100 " next 100 " next 300 " next 400 " next 3,000 " next 26,000 "	10¢ 9½¢ 8½¢ 7½¢ 6½¢ 5½¢ 4½¢

TABLE X (Continued)
UNITED STATES ATLANTIC COAST

Miscellaneous Port and Terminal Services, Rates and Charges
WATER AND ELECTRICITY

PORTS	WATER		ELECTRICITY	
	Basis for Charges	Rate in Cents	Basis for Charges	Rate in Cents
MARYLAND				
Baltimore		N.A.		N.A.
DISTRICT OF COLUMBIA				
Washington		N.A.		N.A.
VIRGINIA				
Alexandria		N.A.		N.A.
Norfolk	Per 1,000 gals. (Minimum of $15.00 Straight Time)	150		N.A.
Portsmouth	Per 1,000 gals. (Minimum of $15.00 Straight Time)	150		N.A.
Newport News		N.A.		N.A.
Hopewell		N.A.		N.A.
Richmond		N.A.		N.A.
NORTH CAROLINA				
Morehead City	Per net ton (Minimum of $10.00)	55	Per day	500
Wilmington	Per net ton (Minimum of $10.00)	55	Per day	500
SOUTH CAROLINA				
Georgetown		N.A.		N.A.
Port Royal		N.A.		N.A.
Charleston	Per net ton (Minimum of $8.25)	55	Each connection per 48 hours	350
GEORGIA				
Savannah	Per net ton (Minimum of $1.25)	55		N.A.
Brunswick	Per net ton (Minimum of $1.25)	55		
FLORIDA				
Fernandina		N.A.		N.A.
Jacksonville		N.A.		N.A.
Canaveral Harbor		N.A.		N.A.
Fort Pierce		N.A.		N.A.
Palm Beach	Per ton (250 gal.) or $10.00 per hook up	50	Each connection per day	250
Port Everglades		N.A.		N.A.
Miami	Per ton (250 gal.) (Hose used-$5.00 per vessel)	50	Each connection per day	250

The establishment of fixed rates, rules, regulations, and practices for or in connection with the business of furnishing wharfage, dock, warehouse, and other terminal facilities on the Atlantic Coast (as well as with the transportation of cargo by carriers operating regular liner services in foreign trade), usually is controlled by steamship conferences. Also, a number of terminal operators, port authorities, terminal associations and stevedore companies are in agreement with each other in an effort to establish uniform charges and practices. Section 15 of the Shipping Act of 1916 requires that agreements forming such conferences be submitted to the Federal Maritime Commission for its approval before becoming lawfully effective.

Broadly speaking, the Shipping Act gives to common carriers by water, to terminal operators, and to other persons the privilege of entering into cooperative working agreements which bring about stabilized and uniform conditions for all concerned. These agreements, under control of the Federal Maritime Commission, are voluntary compacts under which private industry is able to bring about a degree of self-regulation. The extent of the Commission's control is to see that this privilege is exercised fairly and in the public benefit.

In the case of a terminal operator, he is required to establish and maintain just and reasonable terminal rates and practices in connection with receiving, handling, storing, and delivering cargo. The Shipping Act does not extend to the actual charges assessed for use of the terminal or its services. However, terminal operators file their schedules of charges and practices with the Federal Maritime Commission and follow a policy of giving 30 days' advance notice of changes.

Each port reserves to itself the right of special treatment of cargoes originating within its immediate vicinity - in a broad sense - cargoes of noncompetitive nature.

A number of port and terminal operators and steamship lines on the Atlantic Coast are parties to agreements approved by the Federal Maritime Commission. These agreements are usually limited to a particular port or coast, as for example, the port of Boston, the North Atlantic Coast or the South Atlantic Coast.

Significant Atlantic Coast Terminal Conferences and related agreements, permitted under Section 15 of the Shipping Act, on file with the Federal Maritime Commission as of July 18, 1961, are as follows:

Number	Name and Description
7925	North Atlantic Marine Terminal Lumber Conference - Terminal Conference
7935	Cooperative Working Arrangement - Re Wharfage, Free Time, Demurrage and Labor charges at Philadelphia
8005	New York Terminal Conference - Terminal Conference
8185	The Port of New York Authority and United Port Service Co. - Lease of Terminal
8245	The Port of New York Authority and Brigantine Terminal Corp. - Lease of Terminal

Number	Name and Description
8365	Cooperative Working Arrangement - Re Wharfage and Dockage Charges at Boston
8425	Port of Philadelphia Marine Terminal Association - Terminal Conference
8435	Norfolk Marine Terminal Association - Terminal Conference
8455	South Atlantic Ports Association - Terminal Conference

The various kinds of Section 15 agreements such as terminal conferences, lease of terminals, and cooperative working arrangements differ somewhat in objective and intention. Therefore, it can be concluded that there is considerable flexibility in the kind of agreements that can be entered into, and they are developed along the lines best suited to special problems in defined port areas. For example, the Port of Philadelphia Marine Terminal Association was formulated in 1960 which functions under Section 15 of the Shipping Act of 1916. Most of the important general cargo terminals in the port of Philadelphia became signatories. As a result of the association, the publication of the Terminal Tariff brought a greater uniformity of practices and charges with the objective of stabilizing conditions within the port area. At the turn of the year, a better understanding and a healthier situation between terminals in the area was in evidence. Four representative agreements of various port authorities, railroads, and marine terminal operators on the Atlantic Coast illustrate the objective that can be accomplished under Section 15 of the Shipping Act of 1916. These agreements have been entered into on the initiative of the parties themselves, and have been approved by the Federal Maritime Commission.

In the North Atlantic, the Port of New York Authority, one stevedoring corporation, and three terminal operators are members of Agreement No. 7925, which is quoted as follows:

NORTH ATLANTIC MARINE TERMINAL LUMBER CONFERENCE
Parties to agreement as of July 1961

Lumber Exchange Terminal, Inc.
Wiggin Terminals, Inc.
Pittston Stevedoring Corporation
The Port of New York Authority
Atlantic Terminals, Inc.

THE PARTIES HERETO, being of the opinion that cooperation, in the manner and to the extent herein provided, between the operators of MARINE TERMINAL FACILITIES at which lumber is handled at North Atlantic Ports will result in substantial benefits to the operators and users of such facilities and to the general public,

DO HEREBY MUTUALLY UNDERTAKE AND AGREE, each for itself and for its successors and assigns, and each with each other Party separately, and each will all other Parties jointly, as follows:

1. Individual Status.

Each Party represents and warrants that it is engaged in the business of furnishing wharfage, dock, warehouse, or other terminal facilities in connection with common carriers by water, within the meaning of the United States Shipping Act of 1916, as amended, which said facilities are herein called Marine Terminal Facilities.

2. Scope of Agreement.

The provisions hereof relate solely to the operations of the Parties in furnishing Marine Terminal Facilities in connection with common carriers by water (within the meaning of the United States Shipping Act of 1916, as amended) for and in connection with the receipt, delivery, handling and/or storage of lumber and other forest products, at North Atlantic Ports, which said term as used herein refers to ports in the States of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia and in the District of Columbia. The provisions hereof do not relate to any other operations of the Parties whatsoever.

3. North Atlantic Marine Terminal Lumber Conference.

(a) The Parties hereto shall constitute and be members of an association to be known as the NORTH ATLANTIC MARINE TERMINAL LUMBER CONFERENCE (herein called the Conference), for the purpose of facilitating cooperation between them under and pursuant to this agreement.

(b) The Conference shall have a Chairman, a Vice Chairman and a Secretary-Treasurer.

The Chairman shall preside at meetings of the Conference and shall have such other duties as may be imposed upon him by and pursuant to this agreement.

The Vice Chairman shall perform the duties of the Chairman in the event that the Chairman by reason of absence or for any other cause is unable or fails to act.

The Secretary-Treasurer shall have charge of and be responsible for the records, correspondence and funds of the Conference and shall perform the duties customarily performed by secretaries and treasurers and such other duties as may be imposed upon him by or pursuant to this agreement.

The officers of the Conference shall be elected at the annual meeting of the Conference and shall serve until their successors are elected. Any vacancy occurring between annual meetings shall be filled for the balance of the term by election at the next meeting of the Conference, annual or special, or in the manner provided in sub-division (g) below. Officers of the Conference need not be officers or employees of members.

(c) Annual meetings of the Conference will be held as agreed upon by the members and at such time and place as may be designated by the Chairman. Special meetings of the Conference shall be held from time to time between

annual meetings at such times and places as may be designated by the Chairman. In addition, special meetings may be called by any six members of the Conference acting jointly or by such other method as may be adopted by the Conference and set forth in the By-Laws of the Conference.

Notice of the time and place of each meeting shall be given to each member not more than thirty days and not less than seven days in advance, by mail addressed to the member's last known address and signed by the person or persons calling the meeting.

(d) The annual dues payable by members of the Conference shall be such amount, not exceeding $500.00 per year, as may be provided in the By-Laws.

(e) Members shall be represented at meetings of the Conference by such person or persons as they may designate for that purpose, but each member shall have only one vote. A representation of a majority of the members shall constitute a quorum for the purpose of doing business, and all action at meetings of the Conference shall be by majority vote of the members represented at the meeting.

(f) The Conference shall have power to adopt and from time to time amend By-Laws for the following purposes and such purposes only:

To establish procedural rules with respect to the conduct of business at its meetings.

To modify or supplement the provisions of this agreement with respect to the method of calling meetings.

To provide for additional officers or employees and to fix their qualifications and duties.

To impose duties upon the Chairman, Vice Chairman and Secretary-Treasurer in addition to those imposed by this agreement.

To fix, increase or decrease the annual dues.

True copies of said By-Laws and of any amendments, revisions or recessions thereof shall be promptly filed by the Secretary-Treasurer with the governmental agency charged with the administration of Section 15 of the Shipping Act, 1916, as amended.

(g) For the purpose of adopting or amending By-Laws or taking any vote or other action which may properly be taken by the members of the Conference at a meeting, the members may act not only at meetings of the Conference, but also by mail, telegram, radiogram, teletype and other means of communication. To initiate any such action, either the Chairman or any two or more members of the Conference may file with the Secretary-Treasurer a formal resolution in writing, together with a request that it be submitted to the membership for action as aforesaid. As promptly as is reasonably practicable thereafter, the Secretary-Treasurer shall submit such resolution to the members for action by whichever of the aforesaid means of communication the Secretary-Treasurer deems proper, specifying a reasonable period of time within which the members must

advise the Secretary-Treasurer as to their votes. Unless within the time so specified a majority of the members shall have advised the Secretary-Treasurer that they are in favor of the resolution, the resolution shall be deemed to be rejected. The Secretary-Treasurer shall furnish all members of the Conference notice of action taken on each resolution and shall forward promptly to the aforementioned governmental agency a copy of each resolution and advice as to the action taken thereon.

4. Rates, Charges and Practices.

(a) Each Party hereto agrees to file with the governmental agency charged with the administration of Section 15 of the Shipping Act, 1916, as amended, and to keep open to public inspection, the following documents:

(1) Schedules and tariffs showing all the rates and charges for the furnishing of Marine Terminal Facilities in connection with common carriers by water (within the meaning of the United States Shipping Act of 1916, as amended), for and in connection with the receipt, delivery, handling and/or storage of lumber and other forest products, at North Atlantic Ports, together with all rules and regulations in connection therewith.

(2) True copies, or if oral, true and complete memoranda, of every contract or agreement which accords rates, charges or services differing from those provided in such schedules or tariffs, and

(3) All modifications or cancellations of such schedules, tariffs, rules, regulations, contracts or agreements, including corrections and supplements thereto and reissues thereof.

Each Party hereto further agrees to file copies of the aforesaid documents with the Secretary-Treasurer of the Conference at the time it files them with the aforementioned governmental agency, and at the same time to mail copies thereof to each of the other members of the Conference at its last known address.

In the case of Parties signing this agreement prior to its approval as contemplated by Section 8 hereof pursuant to Section 15 of the Shipping Act, as amended, said copies of the aforesaid documents shall be filed with the aforesaid governmental agency and with the Secretary-Treasurer within 60 days after the date on which this agreement is approved pursuant to said Section of the Shipping Act.

In the case of any Party who signs this agreement as contemplated by Section 5 hereof subsequent to its approval pursuant to said Section 15 of the Shipping Act, said copies of the aforesaid documents shall be filed with the aforesaid governmental agency and with the Secretary-Treasurer within 30 days after such Party returns two signed counterparts of this agreement to the Secretary-Treasurer as provided in said Section 5.

(b) Each Party hereto agrees that so long as it remains a Party to this agreement and a member of the Conference it will not deviate from the schedules, tariffs, rules, regulations, contracts and agreements, filed as aforesaid, except pursuant to modifications, cancellations or corrections thereof or supplements thereto, similarly filed. Each Party further agrees that no such modification, cancellation, correction or supplement shall take effect until 30 days after it has been filed as aforesaid and 30 days notice given to the public, unless good cause exists for making it effective at an earlier date. The following shall be deemed to constitute notice to the public for the purposes of this agreement, to wit: The posting of an easily readable notice at a conspicuous place on each wharf, dock or other place where lumber or lumber products are received or delivered by such Party, stating where a copy of such modification, cancellation, correction or supplement is on file (which must be a place within the same municipality) and when it will take effect, and also that it may be inspected by any person at the place specified without assigning any reason therefor.

(c) The meetings of the Conference are primarily for the purpose of affording the Parties hereto an opportunity to meet and discuss the rates, charges and services of the various Parties for and in connection with the furnishing of Marine Terminal Facilities for and in connection with the receipt, delivery, handling and/or storage of lumber and other forest products at North Atlantic Ports as aforesaid, and the Parties agree that such meetings shall be held from time to time for that purpose. The Secretary-Treasurer shall prepare or cause to be prepared and keep summary minutes of all such meetings, including memoranda of the topics discussed, and shall forward true copies of the same to afore-mentioned governmental agency and to each Party to this agreement. If it finds it practicable, each of the Parties hereto will consult with other members of the Conference at a meeting of the Conference regarding any modifications, cancellations, corrections or supplements, of the type mentioned in sub-division (b) above, before filing them with the above-mentioned governmental agency; but each Party shall be the sole judge as to whether it is practicable for it so to do and no Party shall be in breach of this agreement by reason of its failure so to do.

(d) Nothing herein contained shall be deemed to imply that the Conference may fix or regulate the rates, charges, services or practices of its members, or that any Party hereto or member of the Conference shall be bound by any rule, regulation, decision, resolution, by-law or other action of the Conference with respect to rates, charges, practices or services; but each Party and member of the Conference shall (unless it expressly hereafter otherwise agrees in writing) retain complete freedom to fix its own rates and charges, establish its own practices and determine what services it will offer, subject to its agreement set forth above in sub-division (b) of this Section No. 4, to file its schedules, tariffs, contracts and agreements and not to deviate therefrom.

If however any member or members of the Conference shall hereafter enter into any agreement, express or implied, with respect to such rates, charges, practices or services, it shall promptly be reduced to writing and signed by the Parties adhering thereto, and copies thereof shall be filed with the aforementioned governmental agency and the Secretary-Treasurer of the Conference and with all members of the Conference, and shall be kept open to public inspection. No such agreement shall have force and effect until so filed, and unless approved by the afore-mentioned governmental agency.

(e) Nothing herein contained shall require any Party to divulge any information or data to any other Party which such Party is not required by law to divulge to such other Party provided that no Party shall conceal from any other Party any information or data, the concealment of which would make any of the information or data voluntarily divulged by such Party to such other Party misleading.

5. New Members.

Any corporation, partnership or other person or legal entity engaged or intending to engage in the business of furnishing Marine Terminal Facilities in connection with common carriers by water (within the meaning of the United States Shipping Act of 1916, as amended), for and in connection with the receipt, delivery, handling and/or storage of lumber and other forest products at North Atlantic Ports, may file with the Secretary-Treasurer an application, setting forth the following:

(a) The name and business address of the applicant.

(b) Either that the applicant is engaged in business as aforesaid, or in the alternate, that the applicant is not so engaged but intends so to engage on or about a specified date.

(c) That the applicant desires to become a party to this agreement and a member of the Conference.

(d) If the applicant is a private corporation, the names and addresses of its officers and directors and of each person holding more than 25% of its stock. If a partnership, the names and addresses of its members. If a public or municipal corporation, the name, title and address of the administrative officer who is or will be in charge of the aforesaid business of the applicant.

(e) Such other information as the applicant may desire to give in support of the application.

The Secretary-Treasurer shall promptly refer each such application to a committee (herein called the Executive Committee), consisting of the Chairman, the Vice Chairman and the Secretary-Treasurer, for investigation, and shall notify all Parties to this agreement that he has done so. As promptly as may be reasonably practicable, and after receiving from the applicant such additional information and evidence as the Committee deems pertinent, and after making such investigation as it deems desirable, the Executive Committee shall find and determine whether or not in its opinion just and reasonable cause exists for denying the application.

If the Executive Committee finds and determines that no just and reasonable cause exists for denying the application, the application shall be deemed to be approved, and the Secretary-Treasurer shall forward to the applicant promptly (but not unless and until the applicant is actually engaged in business as aforesaid) three counterparts of this agreement, one to be retained by the applicant and two to be executed by or on behalf of the applicant and returned to the Secretary-Treasurer. Upon the return of said two counterparts duly signed by or on behalf of the applicant, the Secretary-Treasurer shall notify the governmental agency charged with the administration

of Section 15 of the Shipping Act, 1916, as amended, and from and after the date on which such notice to such governmental agency is given (but not until such notice is given), the applicant shall be a Party to this agreement and a member of the Conference, and the Secretary-Treasurer shall so advise all other Parties to this agreement.

If, however, the Executive Committee finds and determines that in its opinion just and reasonable cause exists for denying the application, it shall prepare and sign, in triplicate, a statement of the reasons for such finding and determination, one copy of which shall be promptly forwarded by the Secretary-Treasurer to the aforesaid governmental agency, and two copies of which shall be retained by the Secretary-Treasurer in and as part of his records. In any such event, the application shall be deemed to be denied. The Secretary-Treasurer shall promptly make a sufficient number of conformed copies of said statement, and shall forward one of such conformed copies to the applicant and one to each of the Parties to this Agreement.

For the purpose of performing its duties, the Executive Committee may consult, discuss, vote, approve findings, determinations and statements, and take other action, not only at meetings of the Committee, but also by mail, telegram, radiogram, teletype and other means of communication.

6. Termination of Membership.

Upon the happening of any of the following events, any Party hereto shall forthwith cease to be a member of the Conference and a Party to this agreement, to wit:

(a) If such Party files with the Secretary-Treasurer of the Conference an instrument in writing, duly signed by or on behalf of such Party, stating that such Party withdraws as a member of the Conference and as a Party to this agreement. Copy of each such instrument shall be furnished promptly to the governmental agency charged with the administration of Section 15 of the Shipping Act, 1916, as amended, by the withdrawing member.

(b) If such Party fails to pay its annual dues when the same are due and payable, and a resolution is adopted by the Conference at any annual or special meeting held while such Party is still in default, declaring that because of such default such Party shall no longer be a Party hereto and a member of the Conference.

(c) If such Party is guilty of a breach of sub-division (a) or (b) of Section 4 (Rates, Charges and Practices) hereof, and within one year thereafter a resolution is adopted by the Conference at any annual or special meeting declaring that because of such default such Party shall no longer be a Party hereto and a member of the Conference.

(d) If the representation made by such Party in Section 1 (Individual Status) hereof is false, whether or not any or all of the other Parties knew or should have known of its falsity at the time it was made.

(e) If such Party ceases (within the meaning of the United States Shipping Act of 1916, as amended) to carry on the business of furnishing Marine Terminal Facilities.

(f) If such Party ceases for a period of one year to engage in furnishing Marine Terminal Facilities for and in connection with the receipt, delivery, handling and/or storage of lumber and other forest products, at North Atlantic Ports.

Any Party who ceases, voluntarily or involuntarily, to be a Party to this agreement and a member of the Conference shall nevertheless be and remain liable of any breaches of this agreement of which he may theretofore have been guilty.

Prompt notice of all membership terminations pursuant to this Section 6 shall be furnished the governmental agency charged with the administration of Section 15 of the Shipping Act, 1916, as amended, by the Secretary-Treasurer of the Conference.

7. Amendments.

This agreement may be amended or supplemented by an instrument in writing, duly signed by or on behalf of all the Parties hereto; but no such amendatory or supplemental agreement shall be effective unless and until a true copy thereof has been filed and approved pursuant to the provisions of Section 15 of the Shipping Act, 1916, as amended.

8. Effective Date.

This agreement shall take effect when it has been duly signed by or on behalf of four or more Parties, and a true copy thereof has been filed and approved pursuant to Section 15 of the Shipping Act, 1916, as amended.

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In Pennsylvania, three railroads are members of Agreement No. 7935 and is quoted as follows:

COOPERATIVE WORKING ARRANGEMENT - RE WHARFAGE, FREE TIME DEMURRAGE AND LABOR CHARGES AT PHILADELPHIA
Parties to Agreement as of December 1961

The Baltimore and Ohio Railroad Company
The Pennsylvania Railroad Company
Reading Company

AGREEMENT dated the 31st day of August, 1953, by and between: THE BALTIMORE AND OHIO RAILROAD COMPANY, a corporation organized and existing under the laws of the State of Maryland, THE PENNSYLVANIA RAILROAD COMPANY, a corporation organized and existing under the laws of the State of Pennsylvania, and READING COMPANY, a corporation organized and existing under the laws of the State of Pennsylvania.

WHEREAS, the parties hereto, are owners and/or operators of certain wharves or piers at Philadelphia, Pa., at which certain top wharfage, pier (wharf) demurrage and labor charges are assessed on freight, handled on said wharves or piers, which does not move to or from said wharves or piers by rail;

NOW, THEREFORE, THIS AGREEMENT WITNESSETH:

1. The parties hereto, subject to the approval of the Federal Maritime Commission, pursuant to Section 15 of the Shipping Act, 1916, as amended, herewith enter into a co-operative working arrangement whereby it is mutually agreed that before any one of said parties shall change its rates and rules governing top wharfage, free time, pier (wharf) demurrage and labor charges on freight handled on its wharves or piers at Philadelphia which does not move to or from said wharves or piers by rail, it will submit such proposed changes to the other parties and afford them an opportunity for consultation and for the making of such changes as they may desire in their own rates and rules, with the understanding that the party proposing such change reserves the right to make it effective at its own wharves or piers regardless of the action of the other parties hereto, but not earlier than forty (40) days after notice to the other parties of its intention so to act.

2. Such changes shall not be made on less than thirty (30) days' notice to the public, except when good cause exists for shorter notice.

3. The rates and rules referred to herein shall be recorded in tariffs or circulars of the parties hereto, and a copy of each such tariff or circular, including all supplements thereto and re-issues thereof, shall be furnished promptly to the Federal Maritime Commission, Washington, D. C., or its successor in authority.

4. Any owner and/or operator of piers or wharves in Philadelphia, Pa., may become a party to this Agreement upon consent of all parties hereto and by executing a counterpart hereof. Every application for participation in this Agreement shall be acted upon promptly and in no instance shall participation in this Agreement be denied an applicant except for just and reasonable cause. Prompt advice of any such denial, together with full statement of the reasons therefor shall be furnished the Federal Maritime Commission or its successor in authority. No participation of additional parties in this Agreement shall be effective until a signed counterpart of this Agreement has been mailed to the Federal Maritime Commission or its successor in authority.

5. Any party to this Agreement may withdraw therefrom by giving thirty (30) days' written notice of such intention to the other parties and forwarding a copy thereof to the Federal Maritime Commission or its successor in authority.

6. The parties hereto may mutually designate an individual, firm or corporation as their authorized representative under this Agreement to receive notice of approval thereof and all other official notices and communications pertaining hereto. Prompt notice of the name of any such individual, firm or corporation so designated shall be furnished the Federal Maritime Commission or its successor in authority.

7. It is understood that an executed counterpart of this Agreement shall be filed with the Federal Maritime Commission, and this Agreement shall be effective upon approval thereof by said Commission.

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In New York, a Port Authority and a Terminal Corporation are members of Agreement No. 8245, which is quoted as follows:

THE PORT OF NEW YORK AUTHORITY AND BRIGANTINE TERMINAL CORPORATION
Parties to agreement as of December 1961

The Port of New York Authority
Brigantine Terminal Corporation

THIS AGREEMENT, made as of December 10, 1956, by and between THE PORT OF NEW YORK AUTHORITY, (hereinafter called "the Port Authority"), a body corporate and politic created by Compact between the States of New York and New Jersey with the consent of the Congress of the United States of America, having its office at 111 Eighth Avenue, In the City, County and State of New York, and BRIGANTINE TERMINAL CORPORATION, (hereinafter called "Brigantine"), a corporation organized and existing under the laws of the State of Delaware, with an office and place of business at 30 Broad Street, New York 4, New York.

WITNESSETH THAT:

WHEREAS, the Port Authority and Brigantine have heretofore entered into a lease of premises at the Brooklyn-Port Authority Piers, under which lease Brigantine has the exclusive right to berth seagoing vessels owned or operated by the Maersk Line, and

WHEREAS, the Port Authority is willing to grant Brigantine the right to berth seagoing vessels other than those owned and operated by the Maersk Line, but upon certain conditions which will prevent wasteful and unwarranted competition with respect to the furnishing of terminal facilities,

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter contained, the parties hereto agree as follows:

1. Brigantine, in accordance with the terms of the said lease heretofore entered into between the parties hereto of premises at the Brooklyn-Port Authority Piers, will make charges on a cost or other basis as determined by Brigantine to vessels owned or operated by the Maersk Line.

2. Brigantine shall have the right to berth in the berthing area (described in the said lease) seagoing vessels other than those owned or operated by the Maersk Line, carrying or about to carry passengers or cargo, provided, that with respect to such vessels other than those owned or operated by the Maersk Line, Brigantine will require payment of charges for the use of the facilities under the said lease which would be made as to such vessels if they were berthed at the same time at marine terminal facilities operated by the Port Authority at the Brooklyn-Port Authority Piers, and each of Brigantine's charges shall be at least equal in amount to the corresponding charges set forth in the Port Authority's Schedule of Rates and Charges in effect at that time at the Brooklyn-Port Authority Piers.

3. This Agreement shall not be effective until any necessary approval by the Federal Maritime Commission is obtained.

4. If for any reason whatsoever this Agreement is void, invalid or unenforceable the said agreement of lease heretofore entered into between the parties hereto shall continue in full force and effect.

5. Neither the Commissioners of the Port Authority nor any of them, nor any officer, agent or employee thereof shall be charged personally by Brigantine with any liability, or held liable to Brigantine under any term or provision of this Agreement, or because of its execution or attempted execution, or because of any breach or attempted or alleged breach thereof.

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In the South Atlantic, four Port Authorities and one warehouse and terminal corporation are members of Agreement No. 8455 and is quoted as follows:

SOUTH ATLANTIC PORTS ASSOCIATION
Parties to Agreement as of April 1960

North Carolina State Ports Authority
Champion Compress Warehouse and Sprunt
Docks owned and operated by the
Sprunt Corporation
South Carolina State Ports Authority
Georgia Ports Authority
Brunswick Port Authority

WHEREAS the parties hereto in consideration of the benefits, advantages and privileges to be derived from the formation of a cooperative working arrangement as permitted under Section 15 of the Shipping Act of 1916 as amended: and

WHEREAS the interests of the shipping public at ports on the South Atlantic Coast of the United States, as named in tariffs filed by parties hereto pursuant to this Agreement, can be more adequately served and just and reasonable terminal rates, charges, classifications, rules, regulations and practices at terminals in such ports for interstate and foreign water-borne traffic can be more adequately maintained by the formation of such a cooperative working arrangement; now, therefore,

The parties hereto associate themselves into an association to be known as "SOUTH ATLANTIC PORTS ASSOCIATION" hereinafter referred to as the Association and severally agree as follows:

1. To assess and collect all terminal rates and/or charges for or in connection with traffic handled by them within the scope of this agreement.

2. That with relation to such operations the Association and/or its individual members shall establish, maintain, publish and file tariffs containing just and reasonable rates, charges, classifications, rules, regulations and practices with respect to all terminal and accessorial services performed at their docks and marine terminals for or in connection with water-borne traffic; that said tariffs and all additions or supplements thereto and changes therein shall be filed with the Federal Maritime Commission in accordance with the Shipping Act, 1916, as amended, and in accordance with the rules and regulations of the Federal Maritime Commission, that they will not in any respect deviate from or violate any of the terms of said tariffs, and that no rates or charges assessed or collected pursuant to such tariffs shall be directly or indirectly,

illegally or unlawfully refunded or remitted in whole or in part in any manner or by any device.

3. That no changes in said rates, charges, classifications, rules, regulations and practices shall be made without five (5) days prior notice of such proposed changes to members of the Association, who shall have opportunity for consultation relative to such changes and before publication thereof; provided, that nothing in this agreement shall be construed as limiting or affecting the right of individual parties hereto to take action independently of the Association in establishing or changing terminal rates and/or practices for its own account after such notice. Provided, however, that when one (1) or more party(s) gives notice of any such change the other parties, after having an opportunity for consultation, may make similar change, and changes for all parties so desiring shall be effective the same date.

4. To elect from their membership by a majority vote a Chairman who shall serve without compensation for one year or until his successor has been elected and installed.

5. Association meetings shall be held at the request of the Chairman or of any two members at places, dates, and hours to be mutually agreed upon by the parties hereto from time to time.

6. The Association may employ a tariff publishing agent and/or Secretary who shall, under the supervision and direction of the Association Chairman, act in behalf of the Association, or its individual members.

7. Such contributions as may be necessary to defray expenses of the Association shall be borne by the parties hereto in accordance with the proportions fixed by them from time to time.

8. By consent of the majority of all parties hereto, any responsible port terminal operator at said South Atlantic Ports, may hereafter become a party to this Agreement upon written acceptance of its terms and conditions and by affixing his signature to a counterpart hereof. Said Agreement shall not become effective as to such additional party until written notice has been given by the Association to the Federal Maritime Commission. The admission of any such terminal operator shall not be denied without just, and reasonable cause. Prompt advice of any such denial, together with full statement of the reasons therefor shall be furnished the Federal Maritime Commission.

9. Any party to this Agreement may withdraw from the Association at any time upon giving not less than thirty (30) days' written notice to the Association Secretary, and mailing a copy of such notice of withdrawal to the Federal Maritime Commission.

10. All action under this Agreement shall be by majority vote of the members, limited to one vote per membership, except as otherwise specifically provided in the Agreement. A quorum at all meetings of the Association shall consist of two-thirds of the members.

11. This Agreement shall not be amended or modified except by unanimous consent of all parties hereto.

12. This Agreement, or any modification thereof, shall not become effective until approved pursuant to Section 15 of the Shipping Act, 1916, as amended.

13. This Agreement shall be executed in triplicate, two copies to be filed with the Federal Maritime Commission, Washington, D. C., and one copy to be filed with the Secretary of the Association.

Local rules and regulations applicable at each port are promulgated by local and State port authorities and their enforcement is the responsibility of the harbor master, port warden, or other designated official in the port.

An examination of the various rules at selected ports on the Atlantic Coast indicate, in general, that local rules and regulations cover safety features in handling and berthing ships and protective measures governing cargo. Local rules and regulations, of course, are subordinate to Federal statutes. The Federal agencies exercising jurisdiction over waterborne commerce, navigable channels, passengers, and vessels endeavor to maintain liaison with State and local public officials on matters of common interest. Detailed information is contained in individual port tariffs and published manuals applicable to the port. Also, as new laws are needed, special ordinances are published to update and modify the existing port regulations.

The acts, establishing the various port organizations, were created for the purpose of enabling ports to perform more effectively their functions for the benefit of the communities which they serve. Generally their responsibilities embraced the improvement, regulation, and supervision of the construction, extension, alteration, maintenance and use of wharves, piers, bulkheads, docks, and harbor structures. The acts also provide for the acquisition of property by purchase and by condemnation as well as provide authority for the making and enforcement of rules and regulations and for the fixing of penalties for violation thereof.

Since the origination of these port departments, the changes in the character of our waterborne commerce, the increased volume of our import/export trade, the improved methods of handling cargo into or out of vessels and through the terminals, and the substantial improvements made in the channels of our rivers and harbors, have made it desirable to enlarge and extend the powers given the port departments for the development of their wharves, docks, and harbors and for the formulation of regulations governing safety features and protective measures related thereto.

To give an indication of the pertinent topics covered in the various rules and regulations, a digest of some of the more significant ordinances has been selected from those published by the ports of Boston, Massachusetts; Philadelphia, Pennsylvania; and Baltimore, Maryland; and are reproduced below:

State regulations on handling gasoline and fuel oil. (Boston) - In accordance with the provisions of Chapter 148 of the General Laws, the Department of Public Safety hereby prescribes the following rules and regulations governing the keeping for sale, handling, and transportation of gasoline and fuel oil, and the disposition of crude petroleum or any of its products in harbors or in other waters of the Commonwealth:

Section 1. For the purpose of these rules and regulations, the following words shall have the meanings respectively assigned to them:

(a) "Fuel boat," a boat or vessel used for the keeping for sale of gasoline or fuel oil.

(b) "Fuel oil," any oil which emits a flammable vapor at a temperature not lower than one hundred and fifteen degrees (115°) Fahrenheit, to be ascertained by any standard closed-cup instrument.

(c) "Gasoline," any volatile flammable liquid that will emit a flammable vapor at a temperature lower than one hundred degrees (100°) Fahrenheit, to be ascertained by any standard closed-cup instrument.

(d) "Approved," approved by the Marshal.

(e) "Marshal," The State Fire Marshal.

(f) "Inspector," an inspector or police officer of the Department of Public Safety.

(g) "Person," any person, firm, or corporation.

Sec. 2. No person shall keep for sale, handle, or transport gasoline or fuel oil, or dispose of crude petroleum or any of its products on the waters of the Commonwealth except in accordance with these rules and regulations.

Sec. 3. No gasoline or fuel oil shall be kept for sale in any harbor or on other waters of the Commonwealth, nor shall any gasoline or fuel oil be transported upon any of the waters of the Commonwealth unless a permit has first been secured therefor from the Marshal.

Sec. 4. The Permit provided for in the preceding section shall remain in force unless suspended or revoked for cause by the Marshal, and shall be subject to examination at all times by any police officer, Harbor Master, or by an inspector.

Sec. 5. Gasoline and fuel oil shall be transported or delivered in barges or other vessels specially designed, constructed, or adapted for such purposes and approved by the Marshal.

Sec. 6. Fuel boats shall be subject to assignment as to location by the Harbor Master in accordance with the authority vested in him by General Laws, chapter one hundred and two. When located on waters where no Harbor Master is provided such assignment shall be made by the Marshal.

Sec. 7. Each fuel boat shall, in addition to the regular anchor or mooring chain, be equipped with a guard chain of the same size as the anchor or mooring chain, one end of which shall be attached securely by a shackle to the stem at the waterline of said boat and the other end by sister-hooks to the anchor or mooring chain, outside the hawsepipe.

Sec. 8. Gasoline or fuel oil kept for sale on fuel boats shall be stored in steel tanks. Such tanks shall be constructed, braced, and secured as to prevent injury, rupture or displacement, and to withstand any stress to which they may be subjected.

(a) Each such tank shall be provided with a separate filler pipe, the receiving end of which shall be securely connected to a deck plate set flush with the deck and fitted with a screw cap and located at a point convenient for filling. Each such filler pipe shall extend to and into the tank to a point within two inches of the bottom thereof, and shall be so installed as to be free from traps or other pockets.

(b) Each such tank shall be provided with a vent pipe of the same size as the filler pipe which shall extend from the tank to a point not less than four feet above the deck line and which shall terminate in an approved screened weather hood.

(c) When the liquid is to be discharged from a tank by means of a pump, the filler pipe may be used for the purpose. If an independent suction pipe is used, it shall be installed in the same manner as the filler pipe.

(d) A tank from which the liquid is to be drawn by gravity shall be equipped with a self-closing valve located as near to the tank as possible.

(e) All pumps used in connection with the discharging of liquid from a tank shall be by-passed back to the tank.

(f) All piping connected to tanks shall be run as direct as possible, shall be so located and secured in place as not to be liable to injury, and shall have all joints and connections made up tight and secure.

Sec. 9. Hose used in connection with filling tanks or the discharging of liquid therefrom shall be of rubber and protected by a flexible metal covering to prevent injury to same, and shall be of sufficient length and properly supported to prevent any strain thereto. In the filling of a tank, a tight screw connection shall be made between the filling hose or discharge pipe of a pump and the filler pipe of the tank to be filled.

Sec. 10. No gasoline or fuel oil shall be delivered to any vessel having its tanks located below deck unless each tank is equipped with a separate filler pipe, the receiving end of which shall be securely connected to a deck plate and fitted with a screw cap. Such pipe shall extend to and into the tank. Each tank shall be provided with a suitable vent pipe which shall extend from the tank to the outside air. The provisions of this section shall apply only to vessels constructed or altered for use after the effective date of these regulations.

Sec. 11. No gasoline or fuel oil shall be delivered to any storage tank by means of a pump or under pressure unless such storage tank is designed to withstand the additional stress to which it may be subjected or unless the vent pipe for such tank is of sufficient size to relieve the tank of any undue pressure.

Sec. 12. Every fuel boat used for the keeping for sale of gasoline, and every barge or vessel used for the transportation of gasoline shall be provided with such fire extinguishing appliances as may be prescribed by the Marshal.

Sec. 13. Every fuel boat used for the keeping for sale of gasoline, and every barge or vessel used for the transportation of gasoline shall be identified by a name or number painted on each side of the bow, and shall display on a suitable staff a red flag, not less than three feet long by two feet wide, bearing the word "Gasoline" on both sides thereof with letters of sufficient size to be readily discernible at a reasonable distance.

Sec. 14. Smoking is prohibited on any fuel boat used for the keeping for sale of gasoline, or on any barge or vessel used for the transportation or delivery of gasoline, and notices to that effect shall be conspicuously posted on such boats.

Sec. 15. No person shall pump, discharge, deposit, throw or spill, or cause to be pumped, discharged, deposited, thrown or spilled into or on the waters of any lake, pond, river, creek, or brook within the jurisdiction of this Commonwealth, or into or on the waters of any harbor, cove, or bay within the jurisdiction of the Commonwealth, or into or on the waters within three miles of the shore of this Commonwealth, any crude petroleum or its products or any other flammable oil or any bilge water from any receptacle containing any of the said substances.

Sec. 16. Fuel boats shall be open to inspection by any police officer or Harbor Master having jurisdiction, or by an inspector.

Anchor watch and lights. (Boston) - All vessels at anchor in the harbor of Boston shall keep an anchor watch at all times, and shall keep a clear and distinct light suspended, at least 6 feet above the deck, during the night; and whenever the provisions of this section shall be violated on board any vessel the master or owners shall be liable to a penalty of not more than $20, and shall be held liable to pay all damages that may be occasioned by such violation.

Anchorage. (Boston) - The master of a vessel within a harbor for which a harbor master is appointed shall anchor his vessel according to the regulations of the harbor master, and shall move to such place as he directs. The master of a towboat having a vessel in tow and a pilot having a vessel in charge shall allow such vessel to anchor only in such place as the regulations of the harbor master provides for anchorage. A harbor master may

regulate and station all vessels in the streams or channels of his harbor, and may remove such as he determines are not fairly and actually employed in receiving or discharging their cargoes, to make room for such others as require to be more immediately accommodated for such purposes.

Dumping of refuse. (Boston) - Whoever wilfully and without lawful authority or license therefore, deposits in a harbor or other navigable tide waters, stones, gravel, mud, ballast, cinders, ashes, dirt, or any other substance tending to injure the navigation or to shoal the depth thereof, or throws or drops into such waters any barrel, box, log, timber or other object, tending to obstruct the navigation thereof, shall be punished by a fine of not less than twenty nor more than one hundred dollars.

Pollution. (Boston) - Whoever pumps, discharges, or deposits or causes to be pumped, discharged, or deposited, any crude petroleum or any of its products, or any other oils, or any bilge water or water from any receptacle containing any of said substances, or any other matter or refuse, into the waters or flats of Boston Harbor, as defined in section one of chapter ninety-one of the General Laws, as appearing in the Tercentenary Edition, or its tributaries, in such a manner and to such an extent as to be a pollution or contamination of said waters or flats or a nuisance or to be injurious to the public health, shall be punished by a fine of not more than five hundred dollars.

Obstruction. (Boston) - No warp or line shall be passed across a channel or dock so as to obstruct vessels passing along the same.

Removal of vessels. (Boston) - A harbor master may, at the expense of the master or owner thereof, cause the removal of any vessel which lies in his harbor and is not moved when directed by him, and upon the neglect or refusal of such master or owners on demand to pay such expense, he may recover the same from them in contract, to the use of the town where the harbor is situated. If the master or other person in charge of a vessel occupying a berth at a wharf or pier fails, after notice from the wharfinger thereof or his agent, to remove his vessel from such berth within such time as the harbor master adjudges reasonable, the harbor master shall cause such vessel to be moved to some other berth or anchored in the stream, and may recover the expense thereof in contract from the master or owners thereof, to the use of the town where the harbor is situated.

Fire Protection. (Philadelphia) - The smoking of pipes, cigars, or cigarettes, or the carrying of unprotected lights of any character, into or upon any wharf, pier or shed on the Delaware or Schuylkill water fronts is prohibited; and owners, lessees or tenants of such property shall display in a prominent place a printed sign announcing such prohibition.

The piers, wharves, sheds, warehouses or buildings along the Delaware and Schuylkill water fronts hereafter erected under the jurisdiction of the Port Division shall be equipped with a proper fire protection service for use by occupants as first aid fire protection, to meet in each case, the requirements of the National Board of Fire Underwriters for that particular case.

No rubbish, refuse or combustible materials other than cargo-freight, shall be permitted to remain over night upon or within any wharf, pier or shed along the Delaware and Schuylkill water fronts, and all such material shall be removed each day before sundown.

Overloading structures. (Philadelphia) - In order to avoid danger to structures from overloading, all piers, wharves, sheds, warehouses, or other buildings shall have printed or painted signs, stating the maximum safe load in pounds per square foot of floor surface that may be placed on the floor or deck of such structures, and a warning to all persons against overloading the same. The signs shall be placed in such prominent positions that one or more signs may be read from any part of the floor or deck of such building. When in the opinion of the Port Division of the Department of Commerce the loading permitted by these signs is excessive or dangerous, owing to faulty construction, design, decay or any other condition on any such structures, he may limit the maximum load that shall be placed on any such structures, and the limit as set by him shall be placed on the signs. As careful supervision of this subject as may be possible will be made by the Port Division but the Division does not assume the responsibility for safe loading of structures, except where structures are owned by the City of Philadelphia.

Handling dry bulk cargoes. (Philadelphia) - No sand, gravel, oyster shells, broken stone or similar material in loose bulk shall be discharged from or loaded into any vessel unless canvas or similar material be extended from the side of the vessel which is being unloaded, to prevent the sand or other material falling into the water; and if the surface of any such wharf structure or pier is not sufficiently tight to prevent the sand dumped thereon from going through into the water, then no sand or other material shall be discharged thereon or therefrom unless canvas or other similar material first be laid thereon as a covering to prevent such loss into the water. All material discharged in loose bulk on any wharf or bulkhead structure shall be placed not less than three feet from the edge of such structure, to insure against the spilling of it overboard.

Speed of vessels passing floating plant working in channels. (Philadelphia) - Steamers, with or without tows, passing floating plant working in channels shall reduce their speed sufficiently to insure the safety of both the said plant and themselves, and when passing within 200 feet of the said plant their speed shall not exceed 5 miles per hour. While passing over lines of the said plant propelling machinery shall be stopped.

Light-draft vessels passing floating plant. (Philadelphia) - Vessels whose draft permits, shall keep outside of the buoys marking the ends of mooring lines of floating plant working in the channel.

Prohibition against discharge of oil in water. (Baltimore) - Except in case of emergency imperiling life or property, or unavoidable accident, collision, or stranding, it shall be unlawful for any person to discharge or permit discharge of oil in any manner into or upon the waters within the jurisdiction of the State of Maryland from any vessel, ship or boat of any kind.

Defective waterfront structures. (Baltimore) - The Maryland Port Authority shall require all private piers, wharves, docks and bulkheads that are decayed or defective, or in need of cleaning, rebuilding, repair, or likely to be injurious to navigation or to health or safety, to be cleaned, repaired or rebuilt within a reasonable time to be prescribed in a written notice to be served on the agent, owner or occupier of such pier, wharf, dock or bulkhead, and the owners of any such waterfront property shall promptly cause to be done any and all such work as required by said notice.

Selling goods. (Baltimore) - No vessel shall lie at any of the City wharves for the purpose of retailing any goods, wares or merchandise, or produce, except when the same has been brought into port by said vessel, nor shall any vehicle or booth or structure of any kind, stand on any City wharf for the purpose of retailing fruit or other articles therefrom. No vessel shall be permitted to lie at any of the City docks or wharves for the purpose of selling fish, either at wholesale or retail, or other sea-food except oysters, therefrom at any time.

Obstructions to navigation. (Baltimore) - The Maryland Port Authority shall have secured or removed all obstructions to navigation that may be found drifint about, or otherwise obstructing navigation, and shall notify the owner or agent of same that the said obstruction has been so secured or removed and held at his expense. Any person who shall cast loose, set adrift or place any object likely to become a nuisance or an obstruction to navigation shall be subject to fine.

Speed of vessels in harbor. (Baltimore) - No vessel shall move in the harbor at a greater rate of speed than seven nautical miles an hour westward of a line from Henderson's Wharf to the foot of Hull Street and nine nautical miles an hour eastward of said line, and no vessel shall move in the Patapsco River or tributaries within a distance of three hundred feet from any pier or bulkhead at a greater rate of speed than eight nautical miles an hour.

Carrying open light on wharf structure. (Baltimore) - It shall be unlawful for any person to smoke, carry or have any lighted match, pipe, cigar or cigarette, or carry or use any open light in or upon any wharf, shed, pier or warehouse on any wharf or pier, or on the deck of any vessel lying at or alongside of any wharf or pier or on or near any vessel loading or unloading explosives lying at or alongside of any wharf or pier.

Handling explosives. (Baltimore) - The word "explosives" as used in this subtitle shall mean any chemical compound, mixture, or device, the primary or common purpose of which is to function by explosion, namely, with substantial instantaneous release of gas and heat, unless such compound, mixture or device is otherwise specifically designated as not being an explosive.

Classes of explosives designated in this ordinance shall be as defined in the Interstate Commerce Commission Regulations and the U. S. Coast Guard rules for Explosives and Other Dangerous Articles on Board Vessels, and amendments thereto, that may be made from time to time.

All explosives to be transported from land by water, or from water by land, are to be subject to all of the City, State and National Laws in reference to the loading, unloading and handling of explosives.

After a permit for transporting Explosives through City streets, lanes or alleys has been secured from the Highway Engineer, as provided for by Sections 20-24 of Article 9 of the 1950 City Code, a permit for transferring the Explosives to or from a ship or vessel in any part of the Patapsco River or its tributaries shall be secured from The Maryland Port Authority.

All Permit Applications should be filed sufficiently in advance of proposed date of shipment to permit consideration and issue of permit before explosives may be brought onto the waterfront areas, and they shall state the exact nature and quantity of named explosives, points of origin and destination, name of vessel and its owners or operators, date when and location where transshipment is proposed to be made, and all other pertinent information.

No permits shall be issued for shipments of explosives in excess of the maximum quantities specified in this ordinance, detailed herewith;

Class A Explosives, except as permitted under Section 55, shall not be transshipped except at the designated anchorages, and not more than a total of 200 tons gross weight shall be permitted upon any ship or vessel in the Port of Baltimore, nor shall this total concentration be exceeded at any one time through division between two or more ships or vessels. No vessel shall be berthed at any dock or pier when carrying Class A Explosives, nor shall it enter the Port beyond the designated anchorages.

Class B and C Explosives, except smokeless powder, when permitted under Interstate Commerce Commission and U. S. Coast Guard regulations, and with approval of The Maryland Port Authority, may be trans-shipped at dock side without quantity limitations. Smokeless powder may be loaded or unloaded in an amount not to exceed 2,500 pounds while vessel is at dock side.

Permits shall be obtained from The Maryland Port Authority for all classes of explosives.

No vessel shall take on board explosives, in any part of the Patapsco River or its tributaries, until a permit has been granted by The Maryland Port Authority.

Class A Explosives (excluding blasting caps) not exceeding 100 pounds net weight may be transferred to or from a ship or vessel within the

boundary lines of Baltimore City after written application to, and the insurance by, the Director of Port Operations of The Maryland Port Authority for a permit to do so; provided that such permit shall be issued only when it appears to the aforesaid Director of Port Operations that necessity requires the issuance of such permit, and in all such cases the said Director of Port Operations shall designate the location or the limits within which the transfer of such explosives may be made.

The vessel on which explosives are to be loaded, and which is not covered by other rules, shall be well within the designated Quarantine or Explosive Anchorage and shall not leave the permitted Anchorage except for the purpose of leaving Port.

All the necessary work in construction of floors, partitions, etc., or for the removal of any other combustible from that part of the hold in which explosives are to be stored, shall be completed before loading of the explosives is commenced.

All docks, gangways and holds over which explosives must be passed in loading, must be freed from all loose metal or tools and should be carefully swept before loading is commenced and after loading has ceased.

The vessel into which explosives have been loaded, or are being loaded, shall conspicuously display a red flag from the forepeak, of the size prescribed by the Bureau of Navigation and at night a red light shall be conspicuously displayed.

No artificial light shall be permitted in the hold of the vessel, except electric flash lights or electric lanterns or regular electric installation of the vessel. Engine room fires must be carefully banked during the time of receiving or delivering explosives.

Before vessels loaded with explosives of either Class A, B or C shall be allowed to enter and/or unload in the Port of Baltimore, The Maryland Port Authority and the Highways Engineer must be notified as to the nature and quantity of explosives on board and the time when and place where it is proposed to land such explosives.

After all proper permits have been secured, an Inspector appointed by The Maryland Port Authority shall be present on board the ship during the entire time when explosives are being loaded into, or are unloaded from the ship, and he shall be especially charged with the supervision of such loading and unloading. The cost of such inspection to be borne by the agents, owners, consignees, or stevedores. A sufficient sum to cover such cost shall be deposited with The Maryland Port Authority at the time of obtaining the permit.

Explosives shall not be loaded or carried on any vessels carrying inflammable liquids, inflammable solids, oxidizing materials, mineral acids, as defined in Federal regulations for transportation of these

explosives or articles liable to spontaneous ignition, or to give off inflammable gases, unless the explosive be stored in separate rooms or otherwise so separated as to effectually prevent danger to the explosive from any of these articles, or from the vapor thereof.

Where blasting caps are loaded on the same vessel with high explosives, they must be put in different compartments, the distance in straight line from the compartment containing the blasting caps to the explosives, to be not less than 25 feet whenever the quantity of the explosives exceeds 1,000 pounds, and not less than 15 feet in any case.

Cars of explosives which are to be transshipped on to a vessel shall not be brought into the City limits except when they can be loaded directly onto car floats, and immediately thereafter conveyed to the vessel at anchorage.

Barges or floats on which there are cars carrying explosives shall be immediately conveyed to the vessel into which the explosives are to be loaded, and care must be taken that only as many cars as can ordinarily be transferred to the vessel during that day shall be placed on the car float or barge. If, for any unexpected reason, it is seen to be impossible to transfer all of the explosives on the car float into the vessel before sundown, the car float or barge shall be withdrawn from the vessel to a safe anchorage and carefully made fast. If the car float is not properly equipped with anchors, hawsers, etc., and cannot be safely anchored, a tug shall remain in attendance and a watchman be kept on the car float or barge until the following morning or until unloading is resumed.

Cars containing explosives to be transshipped by water shall be conveyed on car floats to the vessel, on which explosives are to be loaded, between sunrise and sunset and when there is no dense fog.

Car floats or barges having aboard cars containing explosives shall fly at each end of the float, not less than 15 feet above the deck, a red flag of not less than 20 square feet surface. Red lights shall be substituted for the flags if the barge or car float remains in the anchorage after sundown.

Tug boats towing vessels, floats or barges aboard of which there are explosives will display at all times a red flag of at least 16 square feet surface at the masthead. Tug boats without masts will display the flag at least 10 feet the upper deck.

Car seals on carload shipments of explosives for transshipment via float or barge in Baltimore, must not be broken, except as authorized by the Federal regulations, until car float is alongside of vessel on which explosives are to be loaded, and only then when it is necessary to begin unloading the car.

As soon as a barge or carfloat is loaded with cars containing explosives, it shall immediately be taken to the vessel in which the explosives

are to be loaded. Only as many cars as can be loaded aboard vessels between sunrise and sunset shall be transferred by float to the vessel.

Containers of either Class A, B or C explosives shall not be thrown, dropped or dragged along the decks of vessels, floors of cars or over each other.

Broken or seriously damaged packages of explosives may be recoopered when it is practicable and not dangerous. A broken box of dynamite that cannot be recoopered should be reinforced by stout wrapping paper and twine, placed in another strong box, and surrounded by dry, fine sawdust, or dry clean cotton waste, or elastic wads made from dry newspaper. A ruptured can or keg should be inclosed in a grain bag of good quality and boxed or crated. Injured packages thus protected and properly marked may be forwarded. Packages too seriously damaged to be recoopered should not be forwarded, but set aside and the shipper notified to make disposition of them.

In removing broken cases or kegs of explosives from car or vessel, care must be taken to remove any particles of loose explosives.

Persons engaged in loading or unloading explosives shall not wear boots or shoes with iron nails, or shod or strengthened with iron, unless such boots or shoes are covered with leather, felt or some other such material. No person under the influence of liquor shall be allowed on any vessel, barge or scow on which explosives are being loaded or unloaded, nor will they be permitted to approach any vessel while in the course of being loaded or unloaded.

Smoking is prohibited in or on cars containing explosives, car floats having explosives aboard, or in the vicinity of explosives aboard vessels, cars or barges.

In transferring explosives from cars to vessels or one vessel to another, explosives must be handled by hand or regulation chute and mattress. If difference in evelation between vessel and car, or condition of weather, renders it impossible to transfer or load by hand or chute, mechanical hoists and a special crate or basket may be used and the explosives carefully lifted in this crate or basket from car float or deck of one vessel and carefully lowered on the mattress on the deck of the other. Explosives transferred in this manner must not be handled roughly. They should be hoisted and lowered carefully and only deposited or lowered on a mattress. Explosives must be transferred from a crate or basket into hold of boat by hand or regulation chute or mattress. The transfer of explosives by crate or basket into the hold of a vessel is prohibited. Careful men must be selected to handle explosives. Packages of explosives must not be thrown, dropped, rolled, dragged or slid over each other or over the decks of boats or floors of cars. Dynamite boxes should be loaded with top side up, powder kegs should be loaded with seams up. All explosives must be handled carefully.

The Maryland Port Authority shall have authority to remove any man or men disobeying or violating any of these rules or regulations or whose condition of work in handling explosives is a menace to safety. The Maryland Port Authority shall have authority to stop the loading or unloading of the vessel if such loading or unloading is a menace to the public safety.

No explosives will be allowed to be placed aboard a vessel until the rest of the cargo has been placed aboard and the vessel trimmed. Immediately after the completion of the loading of explosives, the vessel shall weigh anchor and leave port, weather conditions permitting.

Any person, firm, corporation or other legal entity who commits a violation of any of the provisions of this sub-title shall be guilty of a misdemeanor and, upon conviction thereof in any court of competent jurisdiction, shall be fined not less than Fifty Dollars nor more than Five Hundred Dollars, or sentenced to not more than twelve months in jail, or both, for each offense.

Nothing contained in this sub-title shall be taken or construed to impose any liability upon the Mayor and City Council of Baltimore or The Maryland Port Authority, or any of their agents or employees, for damages, for loss of life or injuries to any person or property which may occur by reason of any explosion or fire resulting therefrom in the Patapsco River or any of its tributaries, or upon any wharf or landing connected therewith whether said explosion or fire shall occur by reason of the failure to observe any or all of the requirements of this sub-title, or from whatever cause the same may occur; nor shall any such liability be imposed upon the Mayor and City Council of Baltimore or The Maryland Port Authority, or their agents or employees, by reason of anything that may be done or omitted to be done by any legal entity under or in pursuance of this sub-title or by reason of any failure on the part of the Director of Port Operations of The Maryland Port Authority or any inspector appointed pursuant to the provisions of this sub-title to enforce the rules and regulations prescribed in this sub-title.

Dangerous Materials. (Baltimore) - All ammonium nitrate, including ammonium nitrate of fertilizer grade, mixed fertilizers containing ammoniun nitrate, or other materials or products containing ammonium nitrate on any ship or vessel of any nationality, registry or license, or while being loaded on, discharged from, or transferred from any ship or vessel of any nationality, registry or license, in any part of the Patapsco River or any of its tributaries shall be loaded, discharged, transferred, stored, stowed and handled in strict compliance with any and all applicable federal, state and municipal laws, rules and regulations.

No shipments of ammonium nitrate or materials or products containing ammonium nitrate in excess of 13% or which are otherwise classified as dangerous under Interstate Commerce Commission regulations, except ammonium nitrate materials or products specifically exempted under these regulations shall be brought into any anchorage or into or onto any dock, wharf, pier or other similar waterfront structure (hereinafter called

"Waterfront facility") in, on or immediately adjacent to the Patapsco River or any of its tributaries by any means of water transportation, except in cases of continuous cross-harbor freight car shipments by car floats or freight car shipments by car floats from car float bridges to Anchorage No. 6 heretofore mentioned in this Article 11, unless and until after a permit to do so has first been obtained, upon proper written application, from The Maryland Port Authority.

The application for any such permit shall be in such form and contain such information as may be necessary or proper to enable The Maryland Port Authority to determine whether or not the materials to be included in any particular proposed shipment are or are not dangerous. Among other things, such application shall include the following: an informative statement showing the approximate composition of the material or product and which shall indicate the approximate percentage of ammonium nitrate; the quantities involved; points of origin and destination; date when and location where trans-shipment is proposed to be made; whether in bulk or in containers, and if in containers, the type thereof; if a ship or vessel is involved, the name of such ship or vessel and the name of its owner or operator, and all other pertinent information.

Every application for any such permit, shall be filed with The Maryland Port Authority prior to the proposed date of shipment at a time that will be reasonably sufficient to enable The Maryland Port Authority to fully and properly consider the contents of the application and determine whether or not a permit should issue.

Before issuing any such permit, The Maryland Port Authority shall satisfy itself that no applicable federal, state or municipal laws, rules or regulations will be violated.

Except as otherwise provided herein, the provisions of this sub-title shall apply to any and all shipments, whether in bulk or in packages or containers of any type or kind, and, among others, to all shipments that may be on board any ship or vessel prior to its arrival in the Patapsco River or any of its tributaries.

Application for any such permit may be made by the owner of the material, the owner or operator of any transportation facility having an interest in the movement of the material, the owner, agent, charterer, master or person in charge of a ship or vessel on which the material has been loaded, or on which the material is to be loaded, or from which the material is to be discharged, as the case may be.

Inasmuch as there are no waterfront facilities located in or on the Patapsco River or any of its tributaries, which are so remotely situated from populous areas or high value high hazard industrial facilities, at which certain types or kinds of ammonium nitrate materials or products which are being or are to be moved by any means of water transportation can be loaded, discharged, transferred, stored, stowed or otherwise handled without endangering lives and property by fire or explosion, the following

ammonium nitrate materials or products shall not be loaded, discharged, transferred, stored, stowed or otherwise handled on, in or from any vessel or ship or waterfront facility of any kind or description in or on the Patapsco River or any of its tributaries, except as specifically provided for or permitted hereunder:

Ammonium nitrate, including ammonium nitrate fertilizer, organic coated, packaged in paper bags or other combustible containers or in bulk; provided that such materials in amounts totaling not more than 200 tons at any one time may be loaded or discharged within the aforementioned Anchorage No. 6, and this total concentration shall not be exceeded at any one time through division of such materials between two or more ships or vessels and such materials may be moved from dockside to said Anchorage No. 6 by means of freight cars or carfloats or on lighters or scows.

Ammonium nitrate, including ammonium nitrate fertilizer, organic coated, packaged in substantial metal barrels or drums in amounts exceeding 1,000 pounds; provided that amounts of such materials totaling not more than 200 tons at any one time may be loaded or discharged within the aforementioned Anchorage No. 6, and this total concentration shall not be exceeded at any one time through division of such materials between two or more ships or vessels, and such materials may be moved from dockside to said Anchorage No. 6 by means of freight cars on carfloats or on lighters or scows.

Ammonium nitrate (in the form of prills, crystals, grains, or flakes) dynamite grade, fertilizer grade, nitrous oxide grade and technical grade, all without organic coating, packaged in paper bags or other combustible containers in amounts exceeding 1,000 pounds; provided that this material may be loaded or discharged within the aforementioned Anchorage No. 6, and such materials may be moved from dockside to said Anchorage No. 6 by means of freight cars on carfloats or on lighters or scows.

Ammonium nitrate phosphate materials or products containing 60% or more ammonium nitrate, without organic coating, packaged in paper bags or other combustible containers in amounts exceeding 1,000 pounds; provided that this material may be loaded or discharged within the aforementioned Anchorage No. 6, and such materials may be moved from dockside to said Anchorage No. 6 by means of freight cars on carfloats or on lighters or scows.

The following ammonium nitrate materials or products may be loaded, discharged, transferred, stored, stowed or otherwise handled on, in or from any vessel or ship or waterfront facility of any kind or description in or on the Patapsco River or any of its tributaries:

(1) Ammonium nitrate carbonate mixtures, composed of approximately 60% by weight of ammonium nitrate and 40% by weight of fine carbonate (Precipitated calcium carbonate, chalk, ground limestone or ground dolomite) and having approximately 20.5% available nitrogen.

(2) Mixed fertilizers, containing up to 60% by weight of ammonium nitrate, and often other nitrogen compounds with either or both phosphate and potash compounds, without organic filler.

(3) Nitrogen solutions of the types generally used in the manufacture of mixed fertilizers referred to in paragraph No. (2) immediately above.

(4) Ammonium nitrate-calcium nitrate mixtures composed of approximately 50% of ammonium nitrate and 50% of calcium nitrate.

(5) Ammonium nitrate sulfate mixtures composed of not more than 40% of ammonium nitrate and 60% of ammonium sulfate.

(6) Ammonium nitrate phosphate fertilizers, containing less than 60% ammonium nitrate, without organic fillers, and not otherwise classified as dangerous under Interstate Commerce Commission Regulations.

(7) Ammonium nitrate (in the form of prills, crystals, grains, or flakes) dynamite grade, fertilizer grade, nitrous oxide grade and technical grade, all without organic coating, packaged in substantial metal barrels or drums.

Any person or other legal entity desiring to import or export ammonium nitrate materials and formulations not conforming to any of the classes listed in this section shall make application to, and secure a permit from The Maryland Port Authority to do so. If it is deemed necessary by The Maryland Port Authority, a sample of not more than 1,000 pounds of the material in bags as prepared for shipment shall be furnished at least 60 days prior to the intended date of shipment. This sample shall be analyzed by a competent laboratory designated by The Maryland Port Authority to determine whether the characteristics of the material require its classification as a dangerous article for purposes of transportation. All costs of such tests shall be borne by the person making application for such permit.

Insofar as interstate or foreign commerce is involved or concerned, in the event that any provision of this sub-title hereinbefore set forth is inconsistent or in conflict with any applicable provision of any Federal law, or any rule or regulation properly adopted and promulgated by any duly constituted agency of the Federal Government, then the provision of the Federal law or rule or regulation shall be controlling.

Spark arresters. (Baltimore) - It shall be the duty of every owner, agent, master or captain of any vessel or craft propelled in whole or in part by steam or on which any steam engines, boilers or stoves are used, to cover securely each funnel or smokestack on such vessel with an efficient metal spark arrester, the wire mesh of which shall not be less than four to the inch, when crossing the pierhead line in approaching any grain elevator, or any pier, in the Patapsco River or its tributaries, at which cotton or naval stores are being handled or are stored, and shall keep same covered the entire time while within said pierhead line.

Wharves in dangerous condition. (Baltimore) - No cargo shall be discharged from any vessel or other water craft upon any pier, bulkhead or wharf structure, at which such vessel or other water craft is being unladen after notice signed and served by the Harbor Master or The Maryland Port Authority upon the owner, or stevedore, consignee, master or other office of such vessel or other water craft, that use pier, bulkhead or structure will be endangered by the placing of additional cargo thereon.

Construction permits. (Baltimore) - All work under a permit issued by The Maryland Port Authority shall be done in accordance with the rules and regulations of the department and in accordance with plans and specifications submitted by the permittee and wholly at the expense of the permittee. The permittee shall indemnify and save harmless the Mayor and City Council of Baltimore, their officers, agents and servants, against and from all damages, cost and expense which they may suffer, or to which they may be put by reason of injury to the person or property of another resulting from carelessness or negligence on the part of the permittee. The procedure under the permit issued by The Maryland Port Authority shall be in strict compliance with all applicable laws and ordinances and the rules and regulations of the city departments established for the purpose of enforcing them; and The Maryland Port Authority shall have the right to revoke a permit at any time.

The data contained on the following pages is based on collective bargaining agreements which terminated on September 30, 1962, and do not reflect increases in wage rates agreed to in late January 1963, which provide increases in the base wage scale of:

(a) 15¢ per man-hour worked, effective October 1, 1962
(b) 9¢ per man-hour worked, effective October 1, 1963

The International Longshoremen's Association (AFL-CIO) is a party to collective bargaining agreements negotiated with stevedore employers in all North and South Atlantic ports.

The tabulations and remarks contained in this report were prepared after examining and analyzing approximately 100 agreements covering the various categories of dockworkers.

NORTH ATLANTIC PORTS:

The center of major labor-management activities of all ports from Searsport, Me., to Hampton Roads, Va., revolves around the New York area where the principal collective bargaining negotiations take place between the International Longshoremen's Association and the New York Shipping Association and other stevedore employer representatives.

Wages, hours, and the amount of contributions for welfare and pension funds and the effective and termination dates of the agreement are set forth in a master contract covering all ports in which the International Longshoremen's Association is recognized as the collective bargaining representatives of the employees. The master contract does not include the type or amount of benefits to be provided by the pension and welfare plans. Longshore locals operating in each of the ports have the exclusive power to negotiate contracts fully and completely on matters relative to local conditions and practices excluding wages, hours, contributions to the pension and welfare funds and the effective date of the contract period, all of which are stipulations covered in the master agreement.

In 1953, the States of New York and New Jersey, through enactment of legislation, established the Waterfront Commission of New York Harbor, and charged it with the responsibility for the execution of a constructive program for the betterment of the port. This bi-state agency established Employment Information Centers for registering longshoremen for employment. This action was also designed to eliminate corrupt hiring practices on the waterfront. All pier agents and superintendents are now licensed. Longshoremen are required to register at the Employment Information Centers and are hired in accordance with the regulations governing the "seniority hiring" system incorporated in the collective bargaining agreement. On the New Jersey side of the port, Jersey City began operations under the "seniority hiring" system on April 4, 1960, but suspended the action 4 days later, and as of this date has not resumed the operation.

Checkers, including timekeepers and clerks, are hired under the seniority procedure effective throughout the port of New York and vicinity.

In Philadelphia, the method used to hire longshoremen is termed the "shape-up." Under this system longshoremen congregate and are hired at the pier where work is available. Although employers do not maintain permanent staffs, dockworkers tend to seek employment at a specific pier or for an individual employer. Over the years this practice established a precedent which entitles regular workers to employment preference at their chosen piers. Agreements acknowledge this right by providing that men who regularly work on a pier must be given preferential employment rights. The current contract provides that labor and management consider selecting a central hiring point for employing dock labor.

In Baltimore, Md., longshore gangs or other labor are hired through union halls. Preference in employment is given to those men residing in the port of Baltimore and vicinity who are best qualified for the job by experience and prior employment in the work covered by the agreements.

In the ports of the Hampton Roads area, orders for all gangs are placed with the International Longshoremen's Association, and men seeking employment are required to report to the union hiring hall at designated "shaping hours."

All hiring practices in ports from Searsport, Me., to the Hampton Roads area in Virginia are similar in that the employers and union have established fixed periods, during which workers are required to report when seeking employment.

In most North Atlantic ports, employers contribute a stipulated amount per man-hour into a fund for pension and welfare benefits. The outstanding exception is New London, Conn., where the employers in lieu of pension, welfare, vacation, and holiday benefits pay the employees 53½ cents per hour in addition to their regular hourly rate for all hours worked. The 53½ cents per hour is paid quarterly, or at the option of the employer he may elect to pay casual workers as each ship is loaded or discharged.

Agreements negotiated in 1959 for the North Atlantic ports provided for an increase in the number of paid holidays. Prior to 1959, longshoremen received five paid holidays, an additional day was granted for the contract year 1959-1960, plus an additional one for 1960-1961, and one day for the year 1961-1962, making a total of eight paid holidays. Holidays with pay are granted to regular employees who work 700 hours or more in the year preceding the holiday and who are employed at least 16 hours in the week in which the holiday falls, the 16 hours includes time worked during the holiday.

Paid vacations are based on the number of hours worked during a one-year period, and provide that men who are employed 700 hours or more during a one-year period receive 40 hours' vacation; those working 1,100 hours or more in a one-year period receive 80 hours' vacation, and three weeks' vacation is provided for regular employees who have at least 700 hours' creditable employment in the 5 out of 6 years preceding the year of eligibility and 1,300 hours in the qualifying year. Eligibility requirements may vary from port to port due to local customs.

SOUTH ATLANTIC PORTS:

International Longshoremen's Association locals in South Atlantic ports conduct labor-management negotiations independent of New York and other North Atlantic ports. Negotiations in the ports are influenced by the results and activities of other International Longshoremen's Association locals, and particularly by the contract settlement achieved in New York. However, the wages and working conditions usually follow the pattern of the contract settlement achieved in New Orleans.

In South Atlantic ports each employer is required to give preference in employment to the gangs that work regularly for him. When extra gangs are needed employers are required to consult with the union and must consider any recommendation the union may suggest.

The parties to the current agreements have mutually agreed to fix a convenient time for holding a meeting to discuss the incorporation of a seniority provision into the agreements, so as to parallel any agreements on seniority which may be adopted elsewhere in the South Atlantic and Gulf Districts of the International Longshoremen's Association.

Holidays are observed, and if men are required to work, they are paid time and one-half. No work is to be performed on New Year's Day, Independence Day, Labor Day, and Christmas Day, except in case of fire or where property is in danger. In the latter event, men ordered to work are paid double the straight time rate. The contracts do not provide holidays with pay for regular employees. Regular employees are only paid if required to work on the holiday.

Contracts negotiated in the South Atlantic ports stipulate that the employers have agreed to contribute to a fund for vacation benefits; however, there are no provisions in the agreements specifying the type of benefits available.

CONCLUSION:

Generally the basic agreements for both North and South Atlantic ports incorporate provisions which are applicable to all ports, but due to the fact that employer associations and the International Longshoremen's Association locals operating in the different ports have the enclusive power to negotiate contracts on local conditions and other matters, there are variations in the working provisions, wages, penalty rates, vacations, holiday pay, pension and welfare benefits.

TABLE XI
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS
International Longshoremen's Association Established Locals

	Longshoremen Warehousemen Freight Handlers	Clerks/Checkers Talleymen Timekeepers	Car Loaders Unloaders	Carpenters Repairmen Maintenance	Lumber/Coal Handlers	Weighers Scalemen Samplers	Cleaners Sealers	Ship Line Handlers	Grain/Livestock Pitters, Cellers and Trimmers	Miscellaneous
NORTH ATLANTIC PORTS										
Searsport, Maine	X	-	-	-	-	-	-	-	-	-
Portland, Maine	X	X	-	-	-	-	-	-	-	-
Portsmouth, New Hampshire	-	-	-	-	-	-	-	-	-	-
Boston, Massachusetts	X	X	-	X	X	X	X	X	X	-
Fall River, Massachusetts	-	-	-	-	-	-	-	-	-	-
Providence, Rhode Island	X	X	-	-	-	-	-	-	-	-
New London, Connecticut	X	-	-	-	-	-	-	-	-	-
Bridgeport, Connecticut	X	-	-	-	-	-	-	-	-	-
Stamford, Connecticut	X	-	-	-	-	-	-	-	-	-
Albany, New York	X	X	-	-	-	-	-	-	-	-
New York (Nos York & New Jersey)	X	X	-	X	X	-	X	-	X	X
Trenton, New Jersey	X	-	-	-	-	-	-	-	-	-
Camden, New Jersey	X	X	-	X	X	-	-	-	-	X
Philadelphia, Pennsylvania	X	X	-	X	X	-	-	-	-	X
Wilmington, Delaware	X	-	-	-	-	-	-	-	-	-
Baltimore, Maryland	X	X	-	-	X	X	-	-	X	X
Washington, D. C.	-	-	-	-	-	-	-	-	-	-
Alexandria, Virginia	-	-	-	-	-	-	-	-	-	-
Norfolk, (Hampton Roads) Virginia	X	X	-	X	X	X	X	-	X	-
Portsmouth, Virginia	-	-	-	-	-	-	-	-	-	-
Newport News, Virginia	X	X	-	X	X	X	X	-	X	-
Hopewell, Virginia	-	-	-	-	-	-	-	-	-	-
Richmond, Virginia	-	-	-	-	-	-	-	-	-	-
SOUTH ATLANTIC PORTS										
Morehead City, North Carolina	X	X	-	-	-	X	-	-	-	-
Wilmington, North Carolina	X	-	-	-	-	-	-	-	-	-
Georgetown, South Carolina	X	-	-	-	-	-	-	-	-	-
Port Royal, South Carolina	X	-	-	-	-	-	-	-	-	-

TABLE XI (Continued)
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS

International Longshoremen's Association Established Locals

	Longshoremen Warehousemen Freight Handlers	Clerks/Checkers Talleymen Timekeepers	Car Loaders UnLoaders	Carpenters Repairmen Maintenance	Lumber/Coal Handlers	Weighers Scalemen Samplers	Cleaners Scalers	Ship Fire Handlers	Grain/livestock Fitters, Ceilers and Trimmers	Miscellaneous
SOUTH ATLANTIC PORTS, Cont'd										
Charleston, South Carolina	X	X	-	-	-	-	-	-	-	-
Savannah, Georgia	X	X	-	-	-	-	-	-	-	-
Brunswick, Georgia	X	-	-	-	-	-	-	-	-	-
Fernandina, Florida	X	-	-	-	-	-	-	-	-	-
Jacksonville, Florida	X	X	-	-	-	-	-	-	-	X
Canaveral, (Cocoa) Florida	X	-	-	-	-	-	-	-	-	-
Fort Pierce, Florida	X	-	-	-	-	-	-	-	-	-
Palm Beach, (West) Florida	-	-	-	-	-	-	-	-	-	-
Port Everglades, (Fort Lauderdale) Florida	X	X	-	-	X	-	-	-	-	X
Miami, Florida	X	-	-	-	-	-	-	-	-	X

TABLE XII
ATLANTIC COAST

LONGSHORE LABOR NORMALLY AVAILABLE - BY MEN AND GANGS

PORT	MEN a/	GANGS	REMARKS
NORTH ATLANTIC			
Searsport, Me.	-	-	No information available.
Portland, Me.	200 b/	-	
Portsmouth, N.H.	-	-	No information available.
Boston, Mass.	1,400	40	
Fall River, Mass.	100 d/	5	
Providence, R.I.	200 b/	8	
New London, Conn.	80 d/	4	4 add'l. gangs from casual labor.
Bridgeport, Conn.	-	-	No information available.
New Haven, Conn.	100 b/	4	
Albany, New York	110	5	
New York (NY-NJ)	24,295	678	
Philadelphia, Pa.	3,500	120	
Trenton, N.J.	-	-	See Philadelphia.
Camden, N.J.	-	-	See Philadelphia.
Chester, Pa.	-	-	See Philadelphia.
Wilmington, Del.	155	7	
Baltimore, Md.	2,800	100	
Washington, D.C.	-	-	Casual labor when required.
Alexandria, Va.	50	-	Terminal labor and casuals.
Norfolk, Virginia	1,600	59	Covers Hampton Roads Area.
Newport News, Va.	-	-	See Norfolk.
Portsmouth, Va.	-	-	See Norfolk.
Richmond, Va.	150 b/	6	
Hopewell, Va.	-	-	See Richmond.
TOTAL, NORTH ATLANTIC	34,740	1,036	

TABLE XII (Continued)
ATLANTIC COAST

LONGSHORE LABOR NORMALLY AVAILABLE - BY MEN AND GANGS

PORT	MEN a/	GANGS	REMARKS
SOUTH ATLANTIC			
Morehead City, N.C.	96 b/	5	Part time labor and casuals.
Wilmington, N.C.	240	16	6 add'l. gangs from casual labor.
Georgetown, S.C.	150 b/	6	Also see Charleston, S.C.
Port Royal, S.C.	150 b/	4	Also see Charleston, S.C.
Charleston, S.C.	450	27	
Savannah, Ga.	650	37	
Brunswick, Ga.	95	5	3 add'l. gangs from casual labor.
Fernandina, Fla.	12 b/	-	
Jacksonville, Fla.	600	30	
Canaveral, Fla. c/	-	-	Labor from Fort Pierce.
Fort Pierce, Fla.	75 d/	3	Conveyor operation, fruit season.
Palm Beach, Fla.	55 b/	-	
Port Everglades, Fla. e/	250	12	
Miami, Fla.	250	14	
TOTAL, SOUTH ATLANTIC	3,073	159	
TOTAL, ATLANTIC COAST	37,813	1,195	

a/ Includes all crafts among waterfront workers.

b/ Active membership, 1959; current information not available.

c/ Cargo handling operations at Cocoa, Florida.

d/ Estimated, based on number of gangs reported.

e/ Fort Lauderdale, Florida.

TABLE XIII

ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961

Longshore and Allied Workers Wage Rates - Hourly Straight Time, Overtime and Penalty Cargo Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Str. Time	10-1-60 Overtime	10-1-61 Str. Time	10-1-61 Overtime
NORTH ATLANTIC PORTS				
Searsport, Maine	N O I N F O R M A T I O N A V A I L A B L E			
Portland, Maine				
General Cargo 1/	$2.97	$4.455	$3.02	$4.53
Bulk Cargo 2/	3.02	4.53	3.07	4.605
Cement in Bags	3.02	4.53	3.07	4.605
Rubber 3/	3.07	4.605	3.12	4.68
Wet Hides 4/	3.12	4.68	3.17	4.755
Reefer Space Cargo 5/	3.17	4.755	3.22	4.83
Kerosene, Gasoline & Naptha 6/	3.17	4.755	3.22	4.83
Sulphur and Cement in Bulk	3.07	4.605	3.12	4.68
Bulk Grain	3.17	4.755	3.22	4.83
Explosives and Damaged Cargo 7/	5.94	8.91	6.04	9.06
Portsmouth, New Hampshire	N O I N F O R M A T I O N A V A I L A B L E			
Boston, Massachusetts				
General Cargo 1/	2.97	4.455	3.02	4.53
Bulk Cargo 2/	3.02	4.53	3.07	4.605
Cement in Bags	3.02	4.53	3.07	4.605
Rubber 3/	3.07	4.605	3.12	4.68
Wet Hides 4/	3.12	4.68	3.17	4.755
Reefer Space Cargo 5/	3.17	4.755	3.22	4.83
Kerosene, Gasoline & Naptha 6/	3.17	4.755	3.22	4.83
Napthalene in Bags	5.31	7.965	5.36	8.04
Pickled Skins in Casks	3.47	5.205	3.52	5.28
Scrap Hides in Bags	3.22	4.83	3.27	4.905
Bulk Grain	3.17	4.755	3.22	4.83
Carbon Black, Cotton Seed Meal	3.12	4.68	3.17	4.755
Creosoted Lumber Products	3.07	4.605	3.12	4.68
Explosives and Damaged Cargo 7/	5.94	8.91	6.04	9.06
Crane Operator (Licensed Cantry)	3.55	6.135	3.60	6.21
Line Handlers				
Mooring and Unmooring	3.49 9/	5.235	3.565 10/	5.3475
Shifting from Berth to Berth 11/	5.18	6.92	5.255	7.0325
Any Operation 12/	5.18	6.92	5.255	7.0325
Ordered to Report on Dock 13/	3.49	5.235	3.565	5.3475
Waiting Time 14/	2.60	3.63	2.65	3.705
Fall River, Massachusetts	N O I N F O R M A T I O N A V A I L A B L E			
Providence, Rhode Island	N O I N F O R M A T I O N A V A I L A B L E			
New London, Connecticut				
General Cargo 1/	2.97	4.455	3.02	4.53
Bulk Cargo 2/	3.02	4.53	3.07	4.605
Cement in Bags	3.02	4.53	3.07	4.605
Rubber 3/	3.07	4.605	3.12	4.68
Wet Hides 4/	3.12	4.68	3.17	4.755
Reefer Space Cargo 5/	3.17	4.755	3.22	4.83
Kerosene, Gasoline & Naptha 6/	3.17	4.755	3.22	4.83
Explosives and Damaged Cargo 7/	5.94	8.91	6.04	9.06
Hatch Boss	15/	15/	15/	15/
New Haven, Connecticut	N O I N F O R M A T I O N A V A I L A B L E			
Bridgeport, Connecticut	N O I N F O R M A T I O N A V A I L A B L E			
Albany, New York	S E E P O R T O F N E W Y O R K			
New York, New York				
General Cargo 1/	2.97	4.455	3.02	4.53
Bulk Cargo 2/	3.02	4.53	3.07	4.605
Cement in Bags	3.02	4.53	3.07	4.605
Rubber 3/	3.07	4.605	3.12	4.68
Wet Hides 4/	3.12	4.68	3.17	4.755
Reefer Space Cargo 5/	3.17	4.755	3.22	4.83
Kerosene, Gasoline & Naptha 6/	3.17	4.755	3.22	4.83
Explosives and Damaged Cargo 7/	5.94	8.91	6.04	9.06
Cargo Repairman	2.97	4.455	3.02	4.53
Cargo Repairman Foreman 8/	3.22	4.83	3.27	4.905
Cargo Repairman:				
Rubber	3.07	4.605	3.12	4.68
Wet Hides	3.12	4.68	3.17	4.755
Reefer Space	3.17	4.755	3.22	4.83
Kerosene, Gasoline & Naptha	3.17	4.755	3.22	4.83
Explosives and Damaged Cargo	5.94	8.91	6.04	9.06
Manhattan, New York	S E E P O R T O F N E W Y O R K			
Brooklyn, New York	S E E P O R T O F N E W Y O R K			
Long Island City, New York	S E E P O R T O F N E W Y O R K			

TABLE XIII (Continued)
ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961

Longshore and Allied Workers Wage Rates - Hourly Straight Time, Overtime and Penalty Cargo Rates

	Classification and/or Commodities	EFFECTIVE DATES			
		10-1-60		10-1-61	
		Str. Time	Overtime	Str. Time	Overtime
Staten Island, New York	S E E P O R T O F N E W Y O R K				
Newark, New Jersey (Bayway, Elizabeth, Carteret, Perth Amboy)	S E E P O R T O F N E W Y O R K				
Jersey City/Bayonne, New Jersey	S E E P O R T O F N E W Y O R K				
Hoboken, New Jersey	S E E P O R T O F N E W Y O R K				
Trenton, New Jersey	S E E P O R T O F P H I L A D E L P H I A				
Camden, New Jersey	S E E P O R T O F P H I L A D E L P H I A				
Philadelphia, Pennsylvania	General Cargo 1/	$2.97	$4.455	$3.02	$4.53
	Bulk Cargo 2/	3.02	4.53	3.07	4.605
	Cement in Bags	3.02	4.53	3.07	4.605
	Rubber 3/	3.07	4.605	3.12	4.68
	Wet Hides 4/	3.12	4.68	3.17	4.755
	Reefer Space Cargo 5/	3.17	4.755	3.22	4.83
	Grain 6/	3.17	4.755	3.22	4.83
	Naphthalene in Bags 17/	3.22	4.83	3.27	4.905
	Cresylic Acid in Drums 17/	3.47	5.205	3.52	5.28
	Licorice Root	3.17	4.755	3.22	4.83
	Kerosene, Oil & Gasoline 18/	3.12	4.68	3.17	4.755
	Explosives and Damaged Cargo 7/	5.94	8.91	6.04	9.06
	Cargo Repairman	2.97	4.455	3.02	4.53
	Cargo Repairman:				
	Reefer Space	3.17	4.755	3.22	4.83
	Explosives and Damaged Cargo	5.94	8.91	6.04	9.06
Wilmington, Delaware	S E E P O R T O F P H I L A D E L P H I A				
Baltimore, Maryland	General Cargo 1/				
	Gang Carrier	3.07	4.605	3.12	4.68
	Leaders, Deckmen and Winchmen	3.02	4.53	3.07	4.605
	Holdmen and Wharfmen	2.97	4.455	3.02	4.53
	Bulk Cargo 19/				
	Gang Carrier	3.12	4.68	3.17	4.755
	Leaders, Deckmen and Winchmen	3.07	4.605	3.12	4.68
	Holdmen and Wharfmen	3.02	4.53	3.07	4.605
	Rubber 3/				
	Gang Carrier	3.17	4.755	3.22	4.83
	Leaders, Deckmen and Winchmen	3.12	4.68	3.17	4.755
	Holdmen and Wharfmen	3.07	4.605	3.12	4.68
	Wet Hides 4/				
	Gang Carrier	3.22	4.83	3.27	4.905
	Leaders, Deckmen and Winchmen	3.17	4.755	3.22	4.83
	Holdmen and Wharfmen	3.12	4.68	3.17	4.755
	Reefer Space Cargo 5/				
	Gang Carrier	3.27	4.905	3.32	4.98
	Leaders, Deckmen and Winchmen	3.22	4.83	3.27	4.905
	Holdmen and Wharfmen	3.17	4.755	3.22	4.83
	Coal Handling 20/				
	Gang Carrier	3.07	4.605	3.12	4.68
	Leaders, Deckmen and Winchmen	3.02	4.53	3.07	4.605
	Holdmen and Wharfmen	2.97	4.455	3.02	4.53
	Old Coal-Restricted Spaces				
	Gang Carrier	3.595	5.3925	3.645	5.4675
	Leaders, Deckmen and Winchmen	3.545	5.3175	3.595	5.3925
	Holdmen and Wharfmen	3.495	5.2425	3.545	5.3175
	Explosives and Damaged Cargo 7/				
	Gang Carrier	6.14	9.21	6.24	9.36
	Leaders, Deckmen and Winchmen	6.04	9.06	6.14	9.21
	Holdmen and Wharfmen	5.94	8.91	6.04	9.06
	Chrycillic Acid				
	Gang Carrier	6.14	9.21	6.24	9.36
	Leaders, Deckmen and Winchmen	6.04	9.06	6.14	9.21
	Holdmen and Wharfmen	5.94	8.91	6.04	9.06
	Bulldozer Operators	3.17	4.755	3.22	4.83

TABLE XIII (Continued)
ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961

Longshore and Allied Workers Wage Rates - Hourly Straight Time, Overtime and Penalty Cargo Rates

	Classification and/or Commodities	EFFECTIVE DATES			
		10-1-60		10-1-61	
		Str. Time	Overtime	Str. Time	Overtime
Washington, D. C.	NO INFORMATION AVAILABLE				
Alexandria, Virginia	NO INFORMATION AVAILABLE				
Norfolk, Virginia 21/	General Cargo 1/	$2.97	$4.455	$3.02	$4.53
	Bulk Carro 2/	3.02	4.53	3.07	4.605
	Cement in Bags	3.02	4.53	3.07	4.605
	Rubber 3/	3.07	4.605	3.12	4.68
	Wet Hides 4/	3.12	4.68	3.17	4.755
	Reefer Space Cargo 5/	3.17	4.755	3.22	4.83
	Kerosene, Gasoline & Naptha 6/	3.17	4.755	3.22	4.83
	Explosives and Damaged Cargo 7/	5.94	8.91	6.04	9.06
	Grain 19/	3.17	4.755	3.22	4.83
Hampton Roads, Virginia	SEE PORT OF NORFOLK				
Newport News, Virginia	SEE PORT OF NORFOLK				
Hopewell, Virginia	SEE PORT OF NORFOLK				
Richmond, Virginia	NO INFORMATION AVAILABLE				

1/ General cargo of every description, including barrel oil when part of general cargo and handled in refrigerator spaces with temperatures above freezing.

2/ Ballast and all coal cargoes, including loading and trimming coal for ship's own bunker fuel.

3/ Rubber where talc has been used in stowage moving direct from its original point of loading (not if transshipped at any intermediate point).

4/ Wet hides, barbasco root, fish meal, bone meal, creosoted poles, ties and shingles, cashew oil, napthalene in bags and soda ash in bags.

5/ Refrigerator space cargo, such as meats, fowl and other similar cargo which is transported with the temperature in the refrigerator at freezing or lower, these rates shall be paid to the full gang.

6/ In cases and barrels when loaded by case oil gangs and with fly.

7/ Any dispute as to what explosives are, shall be settled by the Bureau of Explosives whose decisions shall be final and shall be accepted by both sides. All cargo damaged by either fire or water, when such damage causes unusual distress or obnoxious conditions, and also, in all cases where men are called upon to handle cargo in the ship under distress conditions, which however, is not limited to cargo damaged by fire or water. Damaged cargo rates shall not be paid when sound cargo in a separate compartment is handled.

8/ Cargo repairmen in charge of piers for hiring, supervising or otherwise in charge of men receive a straight time or regular rate differential of 25 cents per hour over the straight time or regular hourly rate for cargo repairmen.

9/ When working between the hours of 11 p.m. to 6 a.m. each man is to be paid $3.525 per hour in addition to his regular hourly rate.

10/ When working between the hours of 11 p.m. to 6 a.m. each man is to be paid $3.60 per hour in addition to his regular hourly rate.

11/ At same pier when lines are handled.

12/ When performed at Weymouth, Quincy and Lynn.

13/ Paid when vessel does not arrive or sail.

14/ At the expiration of 1½ hours, if men are held standing by, they shall be paid the hourly rate stipulated during straight time and overtime hours.

15/ A differential of 15 cents per straight time hour and 22½ cents overtime hour shall be paid to each hatch boss over the basic wage scale.

16/ Trimming, bagging and stowing at grain elevator.

17/ Inbound only.

18/ Includes grease, naptha, tallow, vegetable oil, asphalt and pitch in barrels, drums and cases or other containers (in excess of two hours per gang).

19/ Includes cement and lime in bags and ballast.

20/ From ships hold to bunker spaces.

21/ A differential of 10 cents per straight time hour and 15 cents per overtime hour shall be paid to each hatch and dock foreman; gangmaymen shall be paid 5 cents per straight time hour and 7½ cents per overtime hour.

TABLE XIV

ATLANTIC COAST - SOUTH ATLANTIC PORTS - 1960-1961

Longshore and Allied Workers Wage Rates - Hourly Straight Time, Overtime and Penalty Cargo Rates

Classification and/or Commodities	EFFECTIVE DATES			
	10-1-60		10-1-61	
	Str. Time	Overtime	Str. Time	Overtime
SOUTH ATLANTIC PORTS				
Morehead City, North Carolina				
General Cargo				
Gang Foreman (only one to each gang)	$3.16	$4.74	$3.21	$4.815
Bulldozer Operators	3.16	4.74	3.21	4.815
Winchmen 1/	2.96	4.44	3.01	4.515
Gangmen 2/	2.91	4.365	2.96	4.44
Penalty Cargoes 3/				
Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
Bulldozer Operators	3.31	4.965	3.36	5.04
Winchmen 1/	3.11	4.665	3.16	4.74
Gangmen 2/	3.06	4.59	3.11	4.665
Explosives and Damaged Cargo 4/				
Gang Foreman (only one to each gang)	6.32	9.48	6.42	9.63
Bulldozer Operators	6.32	9.48	6.42	9.63
Winchmen 1/	5.92	8.88	6.02	9.03
Gangmen 2/	5.82	8.73	5.92	8.88
Reefer Space Cargo 5/				
Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
Bulldozer Operators	3.31	4.965	3.36	5.04
Winchmen 1/	3.11	4.665	3.16	4.74
Gangmen 2/	3.06	4.59	3.11	4.665
Working in Water 6/				
Gang Foreman (only one to each gang)	3.41	5.115	3.46	5.19
Bulldozer Operators	3.41	5.115	3.46	5.19
Winchmen 1/	3.21	4.815	3.26	4.89
Gangmen 2/	3.16	4.74	3.21	4.815
Working in Holds 7/				
Gang Foreman (only one to each gang)	3.66	5.49	3.71	5.565
Bulldozer Operators	3.66	5.49	3.71	5.565
Winchmen 1/	3.46	5.19	3.51	5.265
Gangmen 2/	3.41	5.115	3.46	5.19
Wilmington, North Carolina	S E E P O R T O F M O R E H E A D C I T Y			
Georgetown, South Carolina				
General Cargo				
Gang Foreman (only one to each gang)	3.16	4.74	3.21	4.815
Bulldozer Operators	3.16	4.74	3.21	4.815
Winchmen 1/	2.96	4.44	3.01	4.515
Gangmen 2/	2.91	4.365	2.96	4.44
Penalty Cargoes 3/				
Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
Bulldozer Operators	3.31	4.965	3.36	5.04
Winchmen 1/	3.11	4.665	3.16	4.74
Gangmen 2/	3.06	4.59	3.11	4.665
Explosives and Damaged Cargo 4/				
Gang Foreman (only one to each gang)	6.32	9.48	6.42	9.63
Bulldozer Operators	6.32	9.48	6.42	9.63
Winchmen 1/	5.92	8.88	6.02	9.03
Gangmen 2/	5.82	8.73	5.92	8.88
Reefer Space Cargo 5/				
Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
Bulldozer Operators	3.31	4.965	3.36	5.04
Winchmen 1/	3.11	4.665	3.16	4.74
Gangmen 2/	3.06	4.59	3.11	4.665
Working in Water 6/				
Gang Foreman (only one to each gang)	3.41	5.115	3.46	5.19
Bulldozer Operators	3.41	5.115	3.46	5.19
Winchmen 1/	3.21	4.815	3.26	4.89
Gangmen 2/	3.16	4.74	3.21	4.815
Working in Holds 7/				
Gang Foreman (only one to each gang)	3.66	5.49	3.71	5.565
Bulldozer Operators	3.66	5.49	3.71	5.565
Winchmen 1/	3.46	5.19	3.51	5.265
Gangmen 2/	3.41	5.115	3.46	5.19
Port Royal, South Carolina	S E E P O R T O F G E O R G E T O W N			
Charleston, South Carolina	S E E P O R T O F G E O R G E T O W N			

TABLE XIV (Continued)
ATLANTIC COAST - SOUTH ATLANTIC PORTS - 1960-1961
Longshore and Allied Workers Wage Rates - Hourly Straight Time, Overtime and Penalty Cargo Rates

	Classification and/or Commodities	EFFECTIVE DATES			
		10-1-60		10-1-61	
		Str. Time	Overtime	Str. Time	Overtime
Savannah, Georgia	General Cargo				
	Gang Foreman (only one to each gang)	$3.16	$4.74	$3.21	$4.815
	Bulldozer Operators	3.16	4.74	3.21	4.815
	Winchmen 1/	2.96	4.44	3.01	4.515
	Gangmen 2/	2.91	4.365	2.96	4.44
	Penalty Cargoes 3/				
	Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
	Bulldozer Operators	3.31	4.965	3.36	5.04
	Winchmen 1/	3.11	4.665	3.16	4.74
	Gangmen 2/	3.06	4.59	3.11	4.665
	Explosives and Damaged Cargo 4/				
	Gang Foreman (only one to each gang)	6.32	9.48	6.42	9.63
	Bulldozer Operators	6.32	9.48	6.42	9.63
	Winchmen 1/	5.92	8.88	6.02	9.03
	Gangmen 2/	5.82	8.73	5.92	8.88
	Reefer Space Cargo 5/				
	Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
	Bulldozer Operators	3.31	4.965	3.36	5.04
	Winchmen 1/	3.11	4.665	3.16	4.74
	Gangmen 2/	3.06	4.59	3.11	4.665
	Working in Water 6/				
	Gang Foreman (only one to each gang)	3.41	5.115	3.46	5.19
	Bulldozer Operators	3.41	5.115	3.46	5.19
	Winchmen 1/	3.21	4.815	3.26	4.89
	Gangmen 2/	3.16	4.74	3.21	4.815
	Working in Holds 7/				
	Gang Foreman (only one to each gang)	3.66	5.49	3.71	5.565
	Bulldozer Operator	3.66	5.49	3.71	5.565
	Winchmen 1/	3.46	5.19	3.51	5.265
	Gangmen 2/	3.41	5.115	3.46	5.19
Brunswick, Georgia	S E E P O R T O F S A V A N N A H				
Fernandina, Florida	N O I N F O R M A T I O N A V A I L A B L E				
Jacksonville, Florida	General Cargo				
	Gang Foreman (only one to each gang)	3.16	4.74	3.21	4.815
	Bulldozer Operators	3.16	4.74	3.21	4.815
	Winchmen 1/	2.96	4.44	3.01	4.515
	Gangmen 2/	2.91	4.365	2.96	4.44
	Penalty Cargoes 3/				
	Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
	Bulldozer Operators	3.31	4.965	3.36	5.04
	Winchmen 1/	3.11	4.665	3.16	4.74
	Gangmen 2/	3.06	4.59	3.11	4.665
	Explosives and Damaged Cargo 4/				
	Gang Foreman (only one to each gang)	6.32	9.48	6.42	9.63
	Bulldozer Operators	6.32	9.48	6.42	9.63
	Winchmen 1/	5.92	8.88	6.02	9.03
	Gangmen 2/	5.82	8.73	5.92	8.88
	Reefer Space Cargo 5/				
	Gang Foreman (only one to each gang)	3.31	4.965	3.36	5.04
	Bulldozer Operators	3.31	4.965	3.36	5.04
	Winchmen 1/	3.11	4.665	3.16	4.74
	Gangmen 2/	3.06	4.59	3.11	4.665
	Working in Water 6/				
	Gang Foreman (only one to each gang)	3.41	5.115	3.46	5.19
	Bulldozer Operators	3.41	5.115	3.46	5.19
	Winchmen 1/	3.21	4.815	3.26	4.89
	Gangmen 2/	3.16	4.74	3.21	4.815
	Working in Holds 7/				
	Gang Foreman (only one to each gang)	3.66	5.49	3.71	5.565
	Bulldozer Operators	3.66	5.49	3.71	5.565
	Winchmen 1/	3.46	5.19	3.51	5.265
	Gangmen 2/	3.41	5.115	3.46	5.19
Canaveral, (Cocoa) Florida	N O L O N G S H O R E A G R E E M E N T S - W O R K F O R G E W H E N N E E D E D I S O B T A I N E D F R O M F O R T P I E R G E.				

Longshore and Allied Workers Wage Rates - Hourly Straight Time, Overtime and Penalty Cargo Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Str. Time	10-1-60 Overtime	10-1-61 Str. Time	10-1-61 Overtime
Fort Pierce, Florida	S E E P O R T O F J A C K S O N V I L L E			
Palm Beach, (west) Florida	N O I N F O R M A T I O N A V A I L A B L E			
Port Everglades, (Fort Lauderdale) Florida	S E E P O R T O F J A C K S O N V I L L E			
Miami, Florida	General Cargo			
Cane Foreman (only one to each gang)	$3.16	$4.74	$3.21	$4.815
Bullcover and Crane Operators	3.16	4.74	3.21	4.815
Winchmen 1/	2.96	4.44	3.01	4.515
Canmen 2/	2.91	4.365	2.96	4.44
Warehouse Labor	1.90	2.85	2.00	3.00
Tractor Drivers 3/	1.95	2.925	2.05	3.075
Lift Truck Operators 3/	1.95	2.925	2.05	3.075
Banana Handlers	1.95	2.925	2.05	3.075

1/ Includes hatchtenders, tractor, payloader and lift truck operators.

2/ Includes holdmen, hookmen and deckmen.

3/ A differential of 15 cents per hour straight time and 22½ cents per hour overtime is added to the basic rates when handling the following commodities: Carbon black, bone meal, bones in bulk, blood meal, castor meal expeller, caustic soda, cement in bars, chloride of lime, coal, coke, copper sulphate, cotton dust in bags, creosoted timber and other creosoted material, cyanamide, feather meal, fish scrap, grain in bulk and dunnaging over grain, hides, paris green, powdered arsenic, salt cake, soda ash, sulphur and dunnaging over sulphur, tankage, tin scrap in bales, etc.

4/ Double the straight time or overtime rates whichever is applicable are paid when: (1) handling cargo damaged by fire and water which causes unusual and obnoxious conditions; (2) handling cargo when obnoxious odors are present; (3) loading and discharging explosives or ammonium nitrate handled over explosive facilities.

5/ A differential of 15 cents per straight time hour and 22½ cents per overtime hour is added to the basic rates when working in reefer spaces with temperature below freezing.

6/ A differential of 25 cents per straight time hour and 37½ cents per overtime hour is added to the basic rates when men are working in water.

7/ A differential of 50 cents per straight time hour and 75 cents per overtime hour is added to the basic rates when men are actually working in holds where equipment powered by internal combustion engines are in use. The provisions of this clause are waived when adequate blowers are in use.

8/ When doing warehouse work.

TABLE XV

ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961

Clerks, Checkers, Talleymen and Timekeepers - Straight Time Daily and Weekly Wage Rates; Hourly Overtime Rates

	Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Daily Rate	10-1-60 Weekly Rate	10-1-60 Hourly Overtime Rate	10-1-61 Daily Rate	10-1-61 Weekly Rate	10-1-61 Hourly Overtime Rate
NORTH ATLANTIC PORTS							
Searsport, Maine	N O I N F O R M A T I O N	A V A I L A B L E					
Portland, Maine	N O I N F O R M A T I O N	A V A I L A B L E					
Portsmouth, New Hampshire	N O I N F O R M A T I O N	A V A I L A B L E					
Boston, Massachusetts	Chief Clerk	$ -	$131.80	$4.9425	$ -	$133.80	$ 5.02
	Temporary Head Clerk	26.36	-	4.9425	26.76	-	5.02
	Temporary Assistant Clerk	25.36	-	4.755	25.76	-	4.83
	Dock Bosses	25.36	-	4.755	25.76	-	4.83
	Bookman	25.36	-	4.755	25.76	-	4.83
	Trackman and Runner	25.36	-	4.755	25.76	-	4.83
	Checkers	23.76	-	4.455	24.16	-	4.53
	Handling Damaged Cargo						
	Checkers	47.52	-	8.91	48.32	-	9.06
	Runner	50.72	-	9.51	51.52	-	9.66
	Handling Napthalene in Bags						
	Checkers	42.48	-	7.965	42.88	-	8.04
	Runner	45.68	-	8.565	46.08	-	8.64
	Handling Explosives						
	Chief Clerk	52.72	-	9.885	53.52	-	10.04
	Temporary Head Clerk	52.72	-	9.885	53.52	-	10.04
	Temporary Assistant Clerk	50.72	-	9.51	51.52	-	9.66
	Checkers	47.52	-	8.91	48.32	-	9.06
Fall River, Massachusetts	N O I N F O R M A T I O N	A V A I L A B L E					
Providence, Rhode Island	Chief Clerk	-	131.80	4.9425	-	133.80	5.02
	Temporary Head Clerk	26.36	-	4.9425	26.76	-	5.02
	Temporary Assistant Clerk	25.36	-	4.755	25.76	-	4.83
	Dock Bosses	25.36	-	4.755	25.76	-	4.83
	Bookman	25.36	-	4.755	25.76	-	4.83
	Trackman and Runner	25.36	-	4.755	25.76	-	4.83
	Checkers	23.76	-	4.455	24.16	-	4.53
	Handling Damaged Cargo						
	Checkers	47.52	-	8.91	4.832	-	9.06
	Runner	50.72	-	9.51	51.52	-	9.66
	Handling Napthalene in Bags						
	Checkers	42.48	-	7.965	42.88	-	8.04
	Runner	45.68	-	8.565	46.08	-	8.64
	Handling Explosives						
	Chief Clerk	52.72	-	9.885	53.52	-	10.04
	Temporary Head Clerk	52.72	-	9.885	53.52	-	10.04
	Temporary Assistant Clerk	50.72	-	9.51	51.52	-	9.66
	Checkers	47.52	-	8.91	48.32	-	9.06
New London, Connecticut	N O I N F O R M A T I O N	A V A I L A B L E					
Bridgeport, Connecticut	N O I N F O R M A T I O N	A V A I L A B L E					
Stanford, Connecticut	N O I N F O R M A T I O N	A V A I L A B L E					
Albany, New York	Checker	23.76	-	4.455	24.16	-	4.53
	Dock Boss	26.36	-	4.94	26.76	-	5.02
	Handling Damaged Cargo and/or Explosives						
	Checker	47.52	-	8.91	48.32	-	9.06
	Dock Boss	52.72	-	9.88	53.52	-	10.04
New York, New York	Regular Work						
	Head Clerk 1/	-	131.80	4.94	-	133.80	5.02
	Head Timekeeper 1/	-	131.80	4.94	-	133.80	5.02
	Assistant Clerk 1/	-	124.30	4.66	-	126.30	4.74
	Assistant Timekeeper 1/	-	124.30	4.66	-	126.30	4.74
	Temporary Assistants 1/	25.36	-	4.755	25.76	-	4.83
	Checker	23.76	-	4.455	24.16	-	4.53
	Regular Dock Boss 1/	-	131.80	4.94	-	133.80	5.02
	Temporary Dock Boss	26.36	-	4.94	26.76	-	5.02

TABLE XV (Continued)
ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961

Clerks Checkers, Tallymen and Timekeepers - Straight Time Daily and Weekly Wage Rates; Hourly Overtime Rates

	Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Daily Rate	10-1-60 Weekly Rate	10-1-60 Hourly Overtime Rate	10-1-61 Daily Rate	10-1-61 Weekly Rate	10-1-61 Hourly Overtime Rate
New York, New York, Cont'd	Handling Damaged Cargo and/or Explosives						
	Checker	$47.52	$ -	$8.91	$48.32	$ -	$ 9.06
Manhattan, New York	S E E P O R T O F N E W Y O R K						
Brooklyn, New York	S E E P O R T O F N E W Y O R K						
Long Island City, New York	S E E P O R T O F N E W Y O R K						
Staten Island, New York	S E E P O R T O F N E W Y O R K						
Newark, New Jersey (Bayway, Elizabeth, Carteret, Perth Amboy)	S E E P O R T O F N E W Y O R K						
Jersey City/Bayonne, New Jersey	S E E P O R T O F N E W Y O R K						
Hoboken, New Jersey	S E E P O R T O F N E W Y O R K						
Trenton, New Jersey	S E E P O R T O F P H I L A D E L P H I A						
Camden, New Jersey	S E E P O R T O F P H I L A D E L P H I A						
Philadelphia, Pennsylvania	Regular Work						
	Clerk	28.24	-	5.295	24.16	-	4.53
	Checker 2/	23.76	-	4.455	28.64	-	5.37
	Timekeeper	-	122.00	4.575	-	124.00	4.65
	Extra Timekeeper	24.40	-	4.575	24.80	-	4.65
	Handling Damaged Cargo and/or Explosives						
	Clerk 2/	56.48	-	10.59	57.28	-	10.74
	Checker 2/	47.52	-	8.91	48.32	-	9.06
	Timekeeper 3/	4/	-	4/	5/	-	5/
	Extra Timekeeper 3/	4/	-	4/	5/	-	5/
Wilmington, Delaware	S E E P O R T O F P H I L A D E L P H I A						
Baltimore, Maryland	Regular Work						
	Ship Banner	25.76	-	4.83	26.16	-	4.905
	Checker	23.76	-	4.455	24.16	-	4.53
	Handling Damaged Cargo and/or Explosives						
	Ship Banner	51.52	-	9.66	52.32	-	9.81
	Checker	47.52	-	8.91	48.32	-	9.06
	When employed as Helcher						
	Ship Banner	27.76	-	5.205	28.16	-	5.28
	Checker	25.76	-	4.83	26.16	-	4.905
Washington, D. C.	N O I N F O R M A T I O N A V A I L A B L E						
Alexandria, Virginia	N O I N F O R M A T I O N A V A I L A B L E						
Norfolk, Virginia	Regular Work						
	Checkers	23.76	-	4.455	24.16	-	4.53
	Weighers	23.76	-	4.455	24.16	-	4.53
	Clerks in Charge	25.86	-	4.85	26.26	-	4.92
	Handling Damaged Cargo and/or Explosives						
	Checkers	47.52	-	8.91	48.32	-	9.06
	Weighers	47.52	-	8.91	48.32	-	9.06
Hampton Roads, Virginia	S E E P O R T O F N O R F O L K						
Portsmouth, Virginia	S E E P O R T O F N O R F O L K						
Newport News, Virginia	S E E P O R T O F N O R F O L K						
Hopewell, Virginia	S E E P O R T O F N O R F O L K						
Richmond, Virginia	N O I N F O R M A T I O N A V A I L A B L E						

1/ Head clerks, timekeepers and assistants, and dock bosses on a weekly basis who work on a legal holiday shall receive one-half day's straight time pay in addition to their weekly wages.

2/ When checkers are employed on a day basis as clerks, they shall be paid for the day ordered out from Monday to Friday, inclusive, work or no work.

3/ Men subjected to the hazards of keeping time in connection with the handling of ammunition or other explosives shall be paid double the prevailing hourly rate in substitution of the basic hourly rate.

4/ A straight time hourly rate of $6.10 and the overtime hourly rate of $9.15 is paid in connection with the handling of explosives.

5/ A straight time hourly rate of $6.70 and the overtime hourly rate of $9.30 is paid in connection with the handling of explosives.

TABLE XVI

ATLANTIC COAST - SOUTH ATLANTIC PORTS - 1960-1961

Clerks, Checkers, Talleymen and Timekeepers - Hourly Straight Time and Overtime Wage Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Str. Time	10-1-60 Overtime	10-1-61 Str. Time	10-1-61 Overtime
SOUTH ATLANTIC PORTS				
Morehead City, North Carolina				
Normal Work				
Chief Shipside Clerk	$3.36	$ 5.04	$3.41	$ 5.115
Timekeeper	3.36	5.04	3.41	5.115
Clerks, Receiving and Delivery	3.21	4.815	3.26	4.89
Weigher 1/	3.01	4.515	3.06	4.59
Talleyman 1/	3.01	4.515	3.06	4.59
Checker 1/	3.01	4.515	3.06	4.59
Sampler 1/	3.01	4.515	3.06	4.59
Handling Damaged Cargo and/or Explosives				
Chief Shipside Clerk	6.72	10.08	6.82	10.23
Timekeeper	6.72	10.08	6.82	10.23
Clerks, Receiving and Delivery	6.42	9.63	6.52	9.78
Weigher	6.02	9.03	6.12	9.18
Talleyman	6.02	9.03	6.12	9.18
Checker	6.02	9.03	6.12	9.18
Sampler	6.02	9.03	6.12	9.18
Wilmington, North Carolina	SEE PORT OF MOREHEAD CITY			
Georgetown, South Carolina	SEE PORT OF CHARLESTON			
Port Royal, South Carolina	SEE PORT OF CHARLESTON			
Charleston, South Carolina				
Normal Work				
Chief Shipside Clerk	3.36	5.04	3.41	5.115
Timekeeper	3.36	5.04	3.41	5.115
Clerks, Receiving and Delivery	3.21	4.815	3.26	4.89
Weigher 1/	3.01	4.515	3.06	4.59
Talleyman 1/	3.01	4.515	3.06	4.59
Checker 1/	3.01	4.515	3.06	4.59
Sampler 1/	3.01	4.515	3.06	4.59
Handling Damaged Cargo and/or Explosives				
Chief Shipside Clerk	6.72	10.08	6.82	10.23
Timekeeper	6.72	10.08	6.82	10.23
Clerks, Receiving and Delivery	6.42	9.63	6.52	9.78
Weigher	6.02	9.03	6.12	9.18
Talleyman	6.02	9.03	6.12	9.18
Checker	6.02	9.03	6.12	9.18
Sampler	6.02	9.03	6.12	9.18
Savannah, Georgia				
Normal Work				
Chief Shipside Clerk	3.36	5.04	3.41	5.115
Timekeeper	3.36	5.04	3.41	5.115
Clerks, Receiving and Delivery	3.21	4.815	3.26	4.89
Weigher 1/	3.01	4.515	3.06	4.59
Talleyman 1/	3.01	4.515	3.06	4.59
Checker 1/	3.01	4.515	3.06	4.59
Sampler 1/	3.01	4.515	3.06	4.59
Handling Damaged Cargo and/or Explosives				
Chief Shipside Clerk	6.72	10.08	6.82	10.23
Timekeeper	6.72	10.08	6.82	10.23
Clerks, Receiving and Delivery	6.42	9.63	6.52	9.78
Weigher	6.02	9.03	6.12	9.18
Talleyman	6.02	9.03	6.12	9.18
Checker	6.02	9.03	6.12	9.18
Sampler	6.02	9.03	6.12	9.18
Brunswick, Georgia	SEE THE PORT OF SAVANNAH			
Fernandina, Florida	NO INFORMATION AVAILABLE			
Jacksonville, Florida				
Normal Work				
Chief Shipside Clerk	3.36	5.04	3.41	5.115
Timekeeper	3.36	5.04	3.41	5.115
Clerks, Receiving and Delivery	3.21	4.815	3.26	4.89
Weigher 1/	3.01	4.515	3.06	4.59
Talleyman 1/	3.01	4.515	3.06	4.59
Checker 1/	3.01	4.515	3.06	4.59
Sampler 1/	3.01	4.515	3.06	4.59
Handling Damaged Cargo and/or Explosives				
Chief Shipside Clerk	6.72	10.08	6.82	10.23
Timekeeper	6.72	10.08	6.82	10.23
Clerk	6.42	9.63	6.52	9.78
Weigher	6.02	9.03	6.12	9.18
Talleyman	6.02	9.03	6.12	9.18

TABLE XVI (Continued)
ATLANTIC COAST - SOUTH ATLANTIC PORTS - 1960-1961
Clerks, Checkers, Talleymen and Timekeepers - Hourly Straight Time and Overtime Wage Rates

	Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Str. Time	10-1-60 Overtime	10-1-61 Str. Time	10-1-61 Overtime
Jacksonville, Florida, Cont'd	Handling Damaged Cargo and/or Explosives, Cont'd				
	Checker	$6.02	$ 9.03	$6.12	$ 9.18
	Sampler	6.02	9.03	6.12	9.18
Canaveral, (Cocoa) Florida	NO INFORMATION AVAILABLE				
Fort Pierce, Florida	SEE PORT OF JACKSONVILLE				
Palm Beach, (West) Florida	NO INFORMATION AVAILABLE				
Port Everglades, (Fort Lauderdale) Florida	SEE PORT JACKSONVILLE				
Miami, Florida	NO INFORMATION AVAILABLE				

1/ A differential of 15 cents per hour straight time and 22½ cents per hour in overtime will be added to the regular rates when the following commodities are handled: blood meal, bones in bulk, bone meal, carbon black, castor meal expeller, castor pumace, caustic soda, cement in bags, chloride of lime, coal, coke, copper sulphate and cotton dust in bags, creosoted timber and other creosoted material, feather meal, fish scrap, grain in bulk and dunnaging over grain, green salted hides, guano, bird and whale meat meal, meat scrap, paris green, powdered arsenic, salt cake, soda ash, sulphur and dunnaging over sulphur, tankage, tin scrap in bales if not mixed with scrap iron, toxaphene dust and treated lumber products (no creosote) loaded at creosote plant.

TABLE XVII

ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS - 1960-1961

General Maintenance, Mechanical and Miscellaneous Workers; Ship Cleaners; Horse and Cattle Fitters, Grain Ceilers and Marine Carpenters

Straight Time and Overtime Wage Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Daily 1/ Str. Time	10-1-60 Weekly 2/ Str. Time	10-1-60 Hourly Str. Time	10-1-60 Hourly Overtime	10-1-61 Daily 1/ Str. Time	10-1-61 Weekly 2/ Str. Time	10-1-61 Hourly Str. Time	10-1-61 Hourly Overtime
NORTH ATLANTIC PORTS								
Searsport, Maine	N O I N F O R M A T I O N A V A I L A B L E							
Portland, Maine	N O I N F O R M A T I O N A V A I L A B L E							
Portsmouth, New Hampshire	N O I N F O R M A T I O N A V A I L A B L E							
	GENERAL MAINTENANCE, MECHANICAL AND MISCELLANEOUS WORKERS AGREEMENT							
Boston, Massachusetts — Normal Work								
Laborer	$ -	$ -	$2.59	$3.885	$ -	$ -	$2.64	$3.96
Winchman	-	-	2.64	3.96	-	-	2.69	4.035
General Foreman	-	-	2.79	4.185	-	-	2.84	4.26
Dirty Money Work 3/								
Laborer	-	-	2.81	4.215	-	-	2.86	4.29
Winchman	-	-	2.86	4.29	-	-	2.91	4.365
General Foreman	-	-	3.01	4.515	-	-	3.06	4.59
Cleaning Sulphur and Pitch 4/								
Laborer	-	-	3.41	5.115	-	-	3.46	5.19
Winchman	-	-	3.485	5.23	-	-	3.535	5.30
General Foreman	-	-	3.71	5.565	-	-	3.76	5.64
Handling Explosives 5/								
Laborer	-	-	4.11	6.165	-	-	4.16	6.24
Winchman	-	-	3.76	5.64	-	-	3.81	5.715
General Foreman	-	-	4.51	6.765	-	-	4.56	6.84
Stripping Ship 6/								
Laborer	-	-	2.64	3.96	-	-	2.69	4.035
Winchman	-	-	2.69	4.04	-	-	2.74	4.11
General Foreman	-	-	2.84	4.26	-	-	2.89	4.335
Fall River, Massachusetts	N O I N F O R M A T I O N A V A I L A B L E							
Providence, Rhode Island	N O I N F O R M A T I O N A V A I L A B L E							
New London, Connecticut	N O I N F O R M A T I O N A V A I L A B L E							
New Haven, Connecticut	N O I N F O R M A T I O N A V A I L A B L E							
Bridgeport, Connecticut	N O I N F O R M A T I O N A V A I L A B L E							
	GENERAL MAINTENANCE AND MECHANICAL WORKERS AGREEMENT							
Albany, New York	S E E P O R T O F N E W Y O R K							
New York, New York — Normal Work 7/								
Sweepers/Elevator Operators/Porters/Cleaners, etc.	-	89.80	-	3.37	-	91.80	-	3.44
Helpers, all trades	-	93.80	-	3.52	-	95.80	-	3.59
Firemen (Low Pressure)	-	95.80	-	3.59	-	97.80	-	3.67
Handyman or Shoregangs	-	101.30	-	3.80	-	103.30	-	3.87

TABLE XVII (Continued)
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS - 1960-1961
General Maintenance, Mechanical and Miscellaneous Workers; Ship Cleaners; Horse and Cattle Fitters, Grain Cellers and Marine Carpenters
Straight Time and Overtime Wage Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Daily 1/ Str. Time	10-1-60 Weekly 2/ Str. Time	10-1-60 Hourly Str. Time	10-1-60 Hourly Overtime	10-1-61 Daily 1/ Str. Time	10-1-61 Weekly 2/ Str. Time	10-1-61 Hourly Str. Time	10-1-61 Hourly Overtime
NORTH ATLANTIC PORTS, Cont'd								
New York, New York, Cont'd								
Normal Work 3/ Cont'd								
Incinerator Men	$ -	$101.30	$ -	$3.80	$ -	$103.30	$ -	$3.87
Fireman (High Pressure)	-	106.30	-	3.99	-	108.30	-	4.06
Assistant Mechanics	-	106.30	-	3.99	-	108.30	-	4.06
Assistant (Unlicensed) Electricians	-	106.30	-	3.99	-	108.30	-	4.06
Mechanics	-	113.05	-	4.24	-	115.05	-	4.31
Electricians (Unlicensed)	-	113.05	-	4.24	-	115.05	-	4.31
Porters/Sweepers Foreman	-	101.05	-	3.79	-	103.05	-	3.86
Shoregang Foreman	-	115.05	-	4.31	-	117.05	-	4.39
Mechanics Foreman	-	129.05	-	4.84	-	131.05	-	4.91
Electricians (Unlicensed) Foreman	-	129.05	-	4.84	-	131.05	-	4.91
Handling Explosives 3/								
Helpers, all trades	-	93.80	2.345	7.035	-	95.80	2.395	7.185
Handyman or Shoregangs	-	101.30	2.53	7.60	-	103.30	2.58	7.75
Assistant Mechanics	-	106.30	2.66	7.97	-	108.30	2.71	8.12
Assistant (Unlicensed) Electricians	-	106.30	2.66	7.97	-	108.30	2.71	8.12
Mechanics	-	113.05	2.83	8.48	-	115.05	2.88	8.63
Electricians (Unlicensed)	-	113.05	2.83	8.48	-	115.05	2.88	8.63
Shoregang Foreman	-	115.05	2.88	8.63	-	117.05	2.93	8.78
Mechanics Foreman	-	129.05	3.23	9.68	-	131.05	3.28	9.83
Electricians (Unlicensed) Foreman	-	129.05	3.23	9.68	-	131.05	3.28	9.83
Normal Work								
Sweepers/Elevator Operators/Porters/Cleaners, etc.	23.76	-	2.97	4.455	24.16	-	3.02	4.53
Helpers, all trades	20.96	-	2.62	3.93	21.36	-	2.67	4.005
Fireman (Low Pressure)	23.76	-	2.97	4.455	24.16	-	3.02	4.53
Handyman or Shoregangs	23.76	-	2.97	4.455	24.16	-	3.02	4.53
Incinerator Men	23.76	-	2.97	4.455	24.16	-	3.02	4.53
Fireman (High Pressure)	23.76	-	2.97	4.455	24.16	-	3.02	4.53
Assistant Mechanics	22.56	-	2.82	4.23	22.96	-	2.87	4.305
Assistant (Unlicensed) Electricians	22.56	-	2.82	4.23	22.96	-	2.87	4.305
Mechanics	24.16	-	3.02	4.53	24.56	-	3.07	4.605
Electricians (Unlicensed)	24.16	-	3.02	4.53	24.56	-	3.07	4.605
Mechanics Foreman	27.76	-	3.47	5.205	28.16	-	3.52	5.28
Electricians (Unlicensed) Foreman	27.76	-	3.47	5.205	28.16	-	3.52	5.28
Handling Explosives 3/								
Helpers, all trades	20.96	-	2.62	7.86	21.36	-	2.67	8.01
Assistant Mechanics	22.56	-	2.82	8.46	22.96	-	2.87	8.61
Assistant (Unlicensed) Electricians	22.56	-	2.82	8.46	22.96	-	2.87	8.61
Mechanics	24.16	-	3.02	9.06	24.56	-	3.07	9.21
Electricians (Unlicensed)	24.16	-	3.02	9.06	24.56	-	3.07	9.21
Mechanics Foreman	27.76	-	3.47	10.41	28.16	-	3.52	10.56
Electricians (Unlicensed) Foreman	27.76	-	3.47	10.41	28.16	-	3.52	10.56
Handling Explosives 10/								
Handyman or Shoregangs	-	-	5.94	8.91	-	-	6.04	9.06
Helpers, all trades	-	-	5.24	7.86	-	-	5.34	8.01
Assistant Mechanics	-	-	5.64	8.46	-	-	5.74	8.61
Assistant (Unlicensed) Electricians	-	-	5.64	8.46	-	-	5.74	8.61
Mechanics	-	-	6.04	9.06	-	-	6.14	9.21
Electricians (Unlicensed)	-	-	6.04	9.06	-	-	6.14	9.21

TABLE XVII (Continued)
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS - 1960-1961
General Maintenance, Mechanical and Miscellaneous Workers; Ship Cleaners; Horse and Cattle Fitters, Grain Ceilers and Marine Carpenters

Straight Time and Overtime Wage Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Daily 1/ Str. Time	10-1-60 Weekly 2/ Str. Time	10-1-60 Hourly Str. Time	10-1-60 Hourly Overtime	10-1-61 Daily 1/ Str. Time	10-1-61 Weekly 2/ Str. Time	10-1-61 Hourly Str. Time	10-1-61 Hourly Overtime
NORTH ATLANTIC PORTS, Cont'd								
New York, New York, Cont'd — Handling Explosives, 10/ Cont'd								
Mechanics Foreman	$ -	$ -	$ 6.94	$10.41	$ -	$ -	$7.04	$10.56
Electricians (Unlicensed) Foreman	-	-	6.94	10.41	-	-	7.04	10.56
HORSE AND CATTLE FITTERS, GRAIN CEILERS AND MARINE CARPENTERS AGREEMENT								
Normal Work								
Carpenters 11/	-	-	3.07 12/	4.605	-	-	3.12 12/	4.68
Snappers 11/	-	-	3.58 12/	5.37	-	-	3.63 12/	5.445
Temporary Foreman	-	-	4.08 12/	6.12	-	-	4.13 12/	6.195
Employed in Water and Oil Tanks								
Carpenters 11/	-	-	4.605	6.91	-	-	4.68	7.02
Snappers 11/	-	-	5.37	8.055	-	-	5.445	8.17
Temporary Foreman	-	-	6.12	9.18	-	-	6.195	9.29
Employed in Ice Boxes and Reefer Spaces								
Carpenters 11/	-	-	3.27	4.905	-	-	3.32	4.98
Snappers 11/	-	-	3.78	5.67	-	-	3.83	5.745
Temporary Foreman	-	-	4.28	6.42	-	-	4.33	6.495
Handling Explosives								
Carpenters 11/	-	-	6.14	9.21	-	-	6.24	9.36
Snappers 11/	-	-	7.16	10.74	-	-	7.26	10.89
Temporary Foreman	-	-	8.16	12.24	-	-	8.26	12.39
Manhattan, New York	SEE PORT OF NEW YORK							
Brooklyn, New York	SEE PORT OF NEW YORK							
Long Island City, New York	SEE PORT OF NEW YORK							
Staten Island, New York	SEE PORT OF NEW YORK							
Newark, New Jersey (Bayway, Elizabeth, Carteret, Perth Amboy)	SEE PORT OF NEW YORK							
Jersey City/Bayonne, New Jersey	SEE PORT OF NEW YORK							
Hoboken, New Jersey	SEE PORT OF NEW YORK							
Trenton, New Jersey	SEE PORT OF PHILADELPHIA							
Camden, New Jersey	SEE PORT OF PHILADELPHIA							
SHIP CLEANERS AGREEMENT								
Philadelphia, Pennsylvania — Work Classification #1 *								
Cleaners 13/	-	-	2.50	3.75	-	-	2.55	3.825
Work Explosives								
Cleaners	-	-	5.00	7.50	-	-	5.10	7.65

TABLE XVII (Continued)
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS - 1960-1961

General Maintenance, Mechanical and Miscellaneous Workers; Ship Cleaners; Horse and Cattle Fitters, Grain Geilers and Marine Carpenters

Straight Time and Overtime Wage Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Daily 1/ Str. Time	10-1-60 Weekly 2/ Hourly Str. Time	10-1-60 Hourly Overtime	10-1-61 Daily 1/ Str. Time	10-1-61 Weekly 2/ Hourly Str. Time	10-1-61 Hourly Overtime
NORTH ATLANTIC PORTS, Cont'd						
SHIP CLEANERS AGREEMENT, Cont'd						
Philadelphia, Pennsylvania Cont'd — Work Classification #2 *						
Cleaners 13/	$ -	$ -	$ 2.97	$ 4.455	$ -	$ -	$3.02	$ 4.53
Work Explosives						
Cleaners	-	-	5.94	8.91	-	-	6.04	9.06
MARINE CARPENTERS AGREEMENT						
Regular Work						
Carpenters, Cargo Repairmen, Coopers	-	-	2.97	4.455	-	-	3.02	4.53
Working in Reefer Spaces						
Carpenters, Cargo Repairmen, Coopers	-	-	3.17	4.755	-	-	3.22	4.83
Working on Damaged Cargo and/or Explosives						
Carpenters, Cargo Repairmen, Coopers	-	-	5.94	8.91	-	-	6.04	9.06
Wilmington, Delaware — S E E P O R T O F P H I L A D E L P H I A						
FREIGHT HANDLERS AGREEMENT						
Baltimore, Maryland — Freight Handlers	-	-	2.52	3.78	-	-	2.57	3.855
Handling Wet, Salted Green Hides 4/	-	-	2.62	3.93	-	-	2.67	4.005
Cargo Space Cleaners 14/	-	-	2.62	3.93	-	-	2.67	4.005
Tractor Drivers	-	-	2.62	3.93	-	-	2.67	4.005
Cleaning Sulphur and Oil Tanks	-	-	2.72	4.08	-	-	2.77	4.155
Cleaning Ore in Holds	-	-	2.72	4.08	-	-	2.77	4.155
Unloading Ore from Box Cars and Open Top Cars	-	-	2.72	4.08	-	-	2.77	4.155
Cleaning Deep Tanks with Varsol	-	-	3.495	5.2425	-	-	3.545	5.3175
Working in Tanks with only Manhole Openings	-	-	2.72	4.08	-	-	2.77	4.155
Cleaning and Washing Cargo Tanks with any Oil or Chemical	-	-	2.82	4.23	-	-	2.87	4.305
Markers	-	-	2.52	3.78	-	-	2.57	3.855
Cargo Space Cleaners 15/	-	-	5.24	7.86	-	-	5.34	8.01
GRAIN HANDLERS AGREEMENT						
Foreman	-	-	3.62	5.43	-	-	3.67	5.505
Deckmen	-	-	3.17	4.755	-	-	3.22	4.83
Grain Leader	-	-	3.27	4.905	-	-	3.32	4.98
Trimming	-	-	3.17	4.755	-	-	3.22	4.83
Bag Sewers, Fillers and Inholders 16/	-	-	79.00 17/	2.385	-	-	80.25 18/	2.41
SHIP GEILERS, CATTLE FITTERS, CARPENTERS AGREEMENT						
Foreman 19/	-	-	3.40	5.10	-	-	3.45	5.175
Leaders	-	-	3.15	4.725	-	-	3.20	4.80
Carpenters	-	-	3.05	4.575	-	-	3.10	4.65
Washington, D. C. — N O I N F O R M A T I O N A V A I L A B L E						

TABLE XVII (Continued)
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS - 1960-1961

General Maintenance, Mechanical and Miscellaneous Workers; Ship Cleaners; Horse and Cattle Fitters, Crain Ceilers and Marine Carpenters

Straight Time and Overtime Wage Rates

Classification and/or Commodities	EFFECTIVE DATES 10-1-60 Daily 1/ Str. Time	10-1-60 Weekly 2/ Str. Time	10-1-60 Hourly Str. Time	10-1-60 Hourly Overtime	10-1-61 Daily 1/ Str. Time	10-1-61 Weekly 2/ Str. Time	10-1-61 Hourly Str. Time	10-1-61 Hourly Overtime
NORTH ATLANTIC PORTS, Cont'd								
Alexandria, Virginia	N O I N F O R M A T I O N A V A I L A B L E							
MISCELLANEOUS WORKERS AGREEMENT								
Norfolk, Virginia								
Miscellaneous Workers 20/	$ -	$ -	$2.17	$3.255	$ -	$ -	$2.22	$3.33
Gang Leaders	-	-	2.27	3.405	-	-	2.32	3.48
Miscellaneous Workers 21/	-	-	2.37	3.555	-	-	2.42	3.63
Gang Leaders	-	-	2.47	3.705	-	-	2.52	3.78
Miscellaneous Workers 22/	-	-	4.34	6.51	-	-	4.44	6.66
Gang Leaders	-	-	4.54	6.81	-	-	4.64	6.96
Miscellaneous Workers 23/	-	-	2.27	3.405	-	-	2.32	3.48
Gang Leaders	-	-	2.37	3.555	-	-	2.42	3.63
Hampton Roads, Virginia	S E E P O R T O F N O R F O L K							
Newport News, Virginia	S E E P O R T O F N O R F O L K							
Hopewell, Virginia	S E E P O R T O F N O R F O L K							
Richmond, Virginia	N O I N F O R M A T I O N A V A I L A B L E							
SOUTH ATLANTIC PORTS								
Morehead City, North Carolina	N O A G R E E M E N T S C O V E R I N G T H E A B O V E C A T E G O R I E S O F W O R K E R S							
Wilmington, North Carolina								
Georgetown, South Carolina								
Port Royal, South Carolina								
Charleston, South Carolina								
Savannah, Georgia								
Brunswick, Georgia								
Fernandina, Florida								
Jacksonville, Florida								
Canaveral, (Cocoa) Florida								
Palm Beach, (West) Florida								
Port Everglades, (Fort Lauderdale) Florida								
Miami, Florida								

TABLE XVII (Continued)
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS - 1960-1961

General Maintenance, Mechanical and Miscellaneous Workers; Ship Cleaners; Horse and Cattle Fitters, Grain Cellers and Marine Carpenters

Straight Time and Overtime Wage Rates

* Classification #1

All General Work

Cleaning of Oil Tanks: Deep tanks, double bottoms, coffer dams, settling tanks, fore'd peak tanks, after peak tanks, cargo oil holds, cleaning d. b. tank tops, cementing water tanks, cleaning bilges.

Miscellaneous: Stripping ship, cleaning rose boxes, whitewashing holds, cleaning and washing decks, cleaning empty ice boxes, assorting or checking laundry, cleaning quarters, painting chain lockers, shifting ship, cleaning and checking lifeboats, loading and unloading dunnage, removing or replacing tank tops, docking or undocking ships, taking inventory, turbining boiler tubes, condenser cleaning, bituminastic painting, pneumatic gun scaling.

* Classification #2

Sulphur; Phosphate rock, nitrate; all fertilizers; coal holds and bunkers; clay, bauxite; lamp black, cement; all ores and minerals; naphthalene; all acids; wet hides; bone meal; loading and unloading ship stores; loading and unloading luggage; flooring off with dunnage; cementing or sealing rose boxes; painting by spray gun.

1/ Men employed on a daily basis receive the wages shown which are the straight time or regular rate for normal work.

2/ Men employed on a weekly basis receive the wages shown which are the straight time or regular rate for normal work.

3/ For the actual time men are employed cleaning out wet bilges, rose boxes, strainers, oil spills, boiler work (all types), cementing and cleaning of tanks (all types) in which water or liquid cargo has been carried, boiling out water and cleaning phosphate.

4/ For actual time men are employed.

5/ When men are employed while explosives are being loaded.

6/ This means when a vessel is being put out of commission and is to be dismantled.

7/ A man employed on a weekly basis who works on a legal holiday falling within the week shall be granted a day off within a week. If not practicable to grant such day off, he shall be paid one-half of a day's pay in addition to his weekly compensation.

8/ A man employed on a weekly basis on a ship on which explosives are handled shall be paid for the hours worked while handling explosives at the hourly rates stipulated in addition to his regular weekly wages.

9/ A man employed on a daily basis on a ship on which explosives are handled shall be paid for the hours worked while handling explosives at the hourly rates stipulated in addition to his daily wages, Monday to Friday, inclusive.

10/ A man on an hourly basis on a ship on which explosives are handled shall be paid for the hours worked while handling explosives at double the straight time or regular hourly rate.

11/ Carpenters and snappers are paid 5 cents additional per hour when required to furnish their own tools. (Tool allowance is not considered wages.)

12/ Men who use a portable power saw, except in a shop, shall receive 30 cents additional per straight time hour and 45 cents additional per overtime hour. Men working in cargo holds where cargo classified as penalty cargoes in the general cargo agreement are being handled and men are subject to physical contact with such cargoes, they shall receive in addition to the regular hourly wage rate, the same differential between the basic and penalty rate for the particular cargo involved that longshoremen receive.

13/ When cleaning tanks (all types) in which the previous cargo carried was liquid, men shall be paid a premium of ten cents (10¢) per hour while working in the tanks, it being understood that water shall not be considered cargo.

14/ Cleaning main decks, galleys, deep tanks (when dry), removing permanent ballast, ordinary labor connected with layup ships, standby gangs to assist mate with the layup of ship.

15/ In spaces where there has been cargo damaged by either fire, water or cargo in a distressed condition.

16/ When grain is durred into the hold in order to get ship away from elevators, men are to receive $2.385 per man per hour in addition to the regular rate.

17/ Per 1,000 bags of 2½ bushel capacity.

18/ Per 1,000 bags of 2½ bushel capacity.

19/ Minimum whole day.

20/ Miscellaneous work such as ship-cleaning, preparation of ship's holds for cargo, handling of ship's stores, handling beams and hatches, and other miscellaneous work as directed.

21/ When requested to clean any hatch on grain ships while such hatches are actually loading or discharging grain.

22/ When required to work on ships where explosives are being handled.

23/ When required to work in sulphur, bilges or tanks that have contained grease or oil.

TABLE XVIII

ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961

Minimum Work Guarantees Under General Cargo Agreements

Time Ordered Out		Guarantee Period	Hourly Rates 10-1-60	Hourly Rates 10-1-61	Remarks
NORTH ATLANTIC PORTS					
Searsport, Maine	N O I N F O R M A T I O N A V A I L A B L E				
Portland, Maine	Men Employed Monday to Sunday, Incl.				
	(1) Work half or whole night	Half or whole nights Pay - str. time	$2.97	$3.02	Not applicable if work is discontinued through stress of weather or any breakdown.
	(2) Loading or discharging at night	2 hrs. str. time	2.97	3.02	Also applicable when shifting to another berth to complete loading or discharging.
	(3) Reemployed at 7:00 a.m.	3 hrs. overtime	4.455	4.53	To gangs working all night and ordered back.
	(4) Anytime weekdays	4 hrs. str. time	2.97	3.02	Four hours work or pay if no work.
	(5) Anytime on Sat., Sun., Holidays	4 hrs. overtime	4.455	4.53	Four hours work or pay if no work.
Portsmouth, New Hampshire	N O I N F O R M A T I O N A V A I L A B L E				
Salem, Massachusetts	N O I N F O R M A T I O N A V A I L A B L E				
Boston, Massachusetts	Men Employed Monday to Sunday, Incl.				
	(1) Anytime between 8:00 a.m. and 12:00 Noon	4 hrs. str. time	2.97	3.02	Except if men refuse to work. Overtime rate for Sat., and Sun.
	(2) Reemployed or start at 1:00 p.m.	4 hrs. str. time	2.97	3.02	Except if men refuse to work. Overtime rate for Sat., and Sun.
	(3) Reemployed at 1:00 p.m. to finish up	2 hrs. str. time	2.97	3.02	Except if men refuse to work. Overtime rate for Sat., and Sun.
	(4) To start at 7:00 p.m. for half nights work	4 hrs. overtime	4.455	4.53	Except if men refuse to work.
	(5) Reemployed at 8:00 a.m. when worked the preceeding day	4 hrs. str. time	2.97	3.02	When men report and no work is performed that day due to weather or breakdown and the men are ordered back the following day, they shall be paid a minimum of 2 hours in the forenoon and 2 hours if ordered to return in the afternoon.
	(6) Reemployed at 8:00 a.m. when worked the preceeding day, Sat., Sun., Holidays	4 hrs. overtime	4.455	4.53	
Fall River, Massachusetts	N O I N F O R M A T I O N A V A I L A B L E				
Providence, Rhode Island	N O I N F O R M A T I O N A V A I L A B L E				
New London, Connecticut	Men Employed Monday to Friday, Incl.				
	(1) Anytime	4 hrs. str. time	2.97	3.02	If ship arrives and departs the same day, the first work period must be a four hour minimum. All minimum guarantees are to be paid regardless of weather conditions.
	(2) Finishing up a hatch	2 hrs. str. time	2.97	3.02	
	(3) Weather prevents start of work	2 hrs. str. time	2.97	3.02	Overtime is paid for work on Sat., Sun., and Holidays.
New Haven, Connecticut	N O I N F O R M A T I O N A V A I L A B L E				
Bridgeport, Connecticut	N O I N F O R M A T I O N A V A I L A B L E				
Albany, New York	S E E P O R T O F N E W Y O R K				
New York, New York	Men Employed Monday to Sunday, Incl.				
	(1) Anytime	4 hrs. str. time	2.97	3.02	Applicable any day of the week, unless men do not report on time.
	(2) Between 8:00 a.m. and 12:00 Noon	4 hrs. str. time	2.97	3.02	Applicable any day of the week, unless men do not report on time.
	(3) Reemployed to start at 1:00 p.m.	4 hrs. str. time	2.97	3.02	Applicable any day of the week, unless men do not report on time.
	(4) Reemployed to finish up at 1:00 p.m., 7:00 p.m. or 1:00 a.m.	2 hrs. str. time	2.97	3.02	Applicable any day of the week, unless men do not report on time.

TABLE XVIII (Continued)
ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961
Minimum Work Guarantees Under General Cargo Agreements

	Time Ordered Out	Guarantee Period	Hourly Rates 10-1-60	Hourly Rates 10-1-61	Remarks
NORTH ATLANTIC PORTS, Cont'd					
New York, New York, Cont'd	Men Employed Monday to Sunday, Incl., Cont'd				
	(5) Ordered out at 5:00 p.m., 6:00 p.m. or 7:00 p.m.	4 hrs. overtime	$4.455	$4.53	Applicable to men who have not worked during the day. Minimum allowed regardless of any condition.
	Men Employed Saturday, Sunday and Holidays				
	(1) Anytime	4 hrs. overtime	4.455	4.53	If one hour is a meal hour, men receiving three hours at the overtime rate and one hour at the meal hour rate.
	(2) Between 8:00 a.m. and 12:00 Noon	4 hrs. overtime	4.455	4.53	
	(3) Reemployed or start at 1:00 p.m.	4 hrs. overtime	4.455	4.53	
	(4) Ordered out at 5:00 p.m. or 6:00 p.m.	4 hrs. overtime	4.455	4.53	Men shall be paid from 3:00 p.m., three hours at the overtime rate and one hour at the meal hour rate. Also applies to passenger ships.
	(5) Ordered out at 7:00 a.m.	-	-	-	Paid one hour at the overtime rate, thereafter in accordance with the minimum guarantee.
	Men Employed Monday to Friday, Incl.				
	(1) Anytime	4 hrs. str. time	2.97	3.02	Applicable to any day of the week, unless men do not report on time.
	(2) Ordered out at 5:00 p.m. or 6:00 p.m.	4 hrs. str. time	2.97	3.02	On passenger ships men are paid from 3:00 p.m., such guarantee to consist of two hours of straight time, one hour of overtime and one hour at the meal hour rate.
	(3) Ordered out at 7:00 p.m.	4 hrs.	-	-	Paid one hour at the overtime rate, thereafter in accordance with the minimum guarantee.
	Dock and Undock Ship's Outside of Regular Hours				
	(1) Ordered out between 7:00 p.m. and 12:00 Midnight	4 hrs. overtime	4.455	4.53	Overtime rate to continue until relieved.
	(2) Ordered out between 12:00 Midnight and 6:00 a.m.	6 hrs. overtime	4.455	4.53	Overtime rate to continue until relieved.
	(3) Ordered out at 6:00 a.m.	4 hrs. overtime	4.455	4.53	Overtime rate to continue until relieved.
Manhattan, New York	S E E P O R T O F N E W Y O R K				
Brooklyn, New York	S E E P O R T O F N E W Y O R K				
Long Island City, New York	S E E P O R T O F N E W Y O R K				
Staten Island, New York	S E E P O R T O F N E W Y O R K				
Newark, New Jersey (Bayway, Elizabeth, Carteret, Perth Amboy)	S E E P O R T O F N E W Y O R K				
Jersey City/Bayonne, New Jersey	S E E P O R T O F N E W Y O R K				
Hoboken, New Jersey	S E E P O R T O F N E W Y O R K				
Trenton, New Jersey	S E E P O R T O F P H I L A D E L P H I A				
Camden, New Jersey	S E E P O R T O F P H I L A D E L P H I A				
Philadelphia, Pennsylvania	Men Employed Monday to Sunday, Incl.				
	(1) Work between 8:00 a.m. and 12:00 Noon	4 hrs. str. time	2.97	3.02	Paid regardless of any condition. Overtime rate on Sat., and Sun.
	(2) Reemployed or start at 1:00 p.m.	4 hrs. str. time	2.97	3.02	Sat., and Sun. at the overtime rate.

TABLE XVIII (Continued)
ATLANTIC COAST - NORTH ATLANTIC PORTS - 1960-1961

Minimum Work Guarantees Under General Cargo Agreements

	Time Ordered Out	Guarantee Period	Hourly Rates 10-1-60	Hourly Rates 10-1-61	Remarks
NORTH ATLANTIC PORTS, Cont'd					
Philadelphia, Pennsylvania, Cont'd	Men Employed Monday to Sunday, Incl., Cont'd				
	(3) Reemployed to finish up at 1:00 p.m.	2 hrs. str. time	$2.97	$3.02	Sat., and Sun. at the overtime rate.
	(4) Reemployed at 7:00 p.m. to finish up	2 hrs. overtime	4.455	4.53	When due to weather conditions, finish up ship or hatch, or shifting of ship, otherwise a guarantee of four hours.
	(5) Start 5:00, 6:00 or 7:00 p.m.	overtime until 11:00 p.m.	4.455	4.53	To men who have not worked during the day.
	(6) Reemployed at 1:00 a.m.	4 hrs. overtime	4.455	4.53	Two hours when due to weather conditions or to finish up.
	Men Employed Saturday, Sunday and Holidays				
	(1) Work between 8:00 a.m. and 12:00 Noon	4 hrs. overtime	4.455	4.53	Paid regardless of any condition.
	(2) Start at 1:00 p.m.	4 hrs. overtime	4.455	4.53	Men who have not worked during the day.
Wilmington, Delaware	S E E P O R T O F P H I L A D E L P H I A				
Baltimore, Maryland	Men Employed Any Day of the Week				
	(1) All Orders	4 hrs. str. time	2.97	3.02	Four hours pay for the first period. Overtime Sat., Sun., and holidays.
	(2) Reemployed for the next succeeding period	4 hrs. str. time	2.97	3.02	Four hours pay for the next period. Overtime Sat., Sun., and holidays.
	(3) Reemployed to finish up ship or hatch	2 hrs. str. time	2.97	3.02	Overtime rate on Sat., Sun., and holidays.
	(4) Start at 7:00 a.m.	5 hrs. str. time	2.97	3.02	Overtime rate on Sat., Sun., and holidays. Guarantee paid with no exceptions.
	(5) Start at 5:00 p.m. and 7:00 p.m.	4 hrs. str. time	2.97	3.02	Mondays to Fridays, inclusive.
	(6) Start 8:00 a.m., 1:00 p.m., 5:00 p.m. and 7:00 p.m.	4 hrs. overtime	4.455	4.53	Saturdays, Sundays and holidays.
Washington, D. C.	N O I N F O R M A T I O N A V A I L A B L E				
Alexandria, Virginia	N O I N F O R M A T I O N A V A I L A B L E				
Norfolk, Virginia	Men Employed Any Day of the Week				
	(1) All orders between 8:00 a.m. and 12:00 Noon	4 hrs. str. time	2.97	3.02	Mondays to Fridays, inclusive.
	(2) All orders between 1:00 p.m. and 5:00 p.m.	4 hrs. str. time	2.97	3.02	Mondays to Fridays, inclusive.
	(3) All orders during night hours	4 hrs. overtime	4.455	4.53	On all seven (7) days of the week. Pay begins at 7:00 p.m. for any work started any time between 7:00 p.m. and 6:00 a.m.
	(4) All orders between 8:00 a.m. and 12:00 Noon	4 hrs. overtime	4.455	4.53	On Saturdays, Sundays and holidays.
	(5) All orders between 1:00 p.m. and 5:00 p.m.	4 hrs. overtime	4.455	4.53	On Saturdays, Sundays and holidays.
	(6) Reemployed to finish up	2 hrs. str. time	2.97	3.02	Finish up ship or hatch or shifting ship to dry dock or another terminal.
	(7) Working afternoon hours 1:00 p.m. to 5:00 p.m.	4 hrs. overtime	4.455	4.53	Reemployed to work on the same ship at 7:00 p.m. Men are paid for 1 hour between 5:00 p.m. and 6:00 p.m., if not utilized or paid between 5:00 p.m. and 6:00 p.m., the men assume the status of a new gang at 7:00 p.m. and are subject to the four hour minimum.
Hampton Roads, Virginia	S E E P O R T O F N O R F O L K				
Portsmouth, Virginia	S E E P O R T O F N O R F O L K				
Newport News, Virginia	S E E P O R T O F N O R F O L K				
Hopewell, Virginia	S E E P O R T O F N O R F O L K				
Richmond, Virginia	N O I N F O R M A T I O N A V A I L A B L E				

TABLE XIX

ATLANTIC COAST - SOUTH ATLANTIC PORTS - 1960-1961

Minimum Work Guarantees Under General Cargo Agreements

	Time Ordered Out 1/	Guarantee Period 2/	Hourly Rates 10-1-60	Hourly Rates 10-1-61	Remarks
SOUTH ATLANTIC PORTS					
Morehead City, North Carolina	Men Employed Monday to Friday, Incl.				
	(1) Start at 7:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. str. time	$2.91	$2.96	The overtime rate is paid for the hour of 7:00 a.m. to 8:00 a.m.
	(2) Gangs to start at 7:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call of employer.
	Men Employed Saturdays				
	(1) Start at 7:00 a.m., 8:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call of employer.
	Men Employed Sundays and Holidays				
	(1) Start anytime	8 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call of employer.
	Extra Men Added to Gangs				
	(1) Start anytime during day hours	4 hrs. str. time	2.91	2.96	Ordered for shifting ship, cleaning, loading stores and miscellaneous.
	(2) Start anytime during night hours	4 hrs. overtime	4.365	4.44	Work not involving the loading and discharging of cargo provided they remain subject to call of employer.
	(3) For handling lines - day hours	2 hrs. str. time	2.91	2.96	Provided they remain subject to call of employer.
	(4) For handling lines - night hours	2 hrs. overtime	4.365	4.44	Provided they remain subject to call of employer.
Wilmington, North Carolina	S E E P O R T O F M O R E H E A D C I T Y				
Georgetown, South Carolina	Men Employed Monday to Friday, Incl.				
	(1) Start at 7:00 a.m., 8:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. str. time	2.91	2.96	The overtime rate is paid for the hour from 7:00 a.m. to 8:00 a.m.
	(2) Gangs start at 7:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call.
	Men Employed Saturdays				
	(1) Start at 7:00 a.m., 8:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call of employer.
	Men Employed Sundays and Holidays				
	(1) Start anytime	8 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call of employer.
	Extra Men Added to Gangs				
	(1) Start anytime during day hours	4 hrs. str. time	2.91	2.96	Ordered for shifting ship, cleaning, loading stores and miscellaneous
	(2) Start anytime during night hours	4 hrs. overtime	4.365	4.44	work not involving the loading and discharging of cargo provided they remain subject to call of employer.
	(3) For handling lines - day hours	2 hrs. str. time	2.91	2.96	Provided they remain subject to call of employer.
	(4) For handling lines - night hours	2 hrs. overtime	4.365	4.44	Provided they remain subject to call of employer.
Port Royal, South Carolina	S E E P O R T O F G E O R G E T O W N				
Charleston, South Carolina	S E E P O R T O F G E O R G E T O W N				
Savannah, Georgia	Men Employed Monday to Friday, Incl.				
	(1) Start at 7:00 a.m., 8:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. str. time	2.91	2.96	The overtime rate is paid for the hour of 7:00 a.m. to 8:00 a.m. Minimum is paid provided full gangs remain subject to call
	(2) Gangs to start at 7:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call.
	Men Employed Saturdays				
	(1) Start at 7:00 a.m., 8:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call.

TABLE XIX (Continued)
ATLANTIC COAST - SOUTH ATLANTIC PORTS - 1960-1961
Minimum Work Guarantees Under General Cargo Agreements

	Time Ordered Out 1/	Guarantee Period 2/	Hourly Rates 10-1-60	Hourly Rates 10-1-61	Remarks
Savannah, Georgia, Cont'd	Men Employed Sundays and Holidays				
	(1) Start anytime	8 hrs. overtime	$4.365	$4.44	Minimum is paid provided full gangs remain subject to call.
	Extra Men Added to Gangs				
	(1) Start anytime during day hours	4 hrs. str. time	2.91	2.96	Ordered for shifting ship, cleaning, loading stores and miscellaneous
	(2) Start anytime during night hours	4 hrs. overtime	4.365	4.44	work not involving the loading and discharging of cargo provided they remain subject to call.
	(3) For handling lines - day hours	2 hrs. str. time	2.91	2.96	Provided they remain subject to call.
	(4) For handling lines - night hours	2 hrs. overtime	4.365	4.44	Provided they remain subject to call.
Brunswick, Georgia	S E E P O R T O F S A V A N N A H				
Fernandina, Florida	N O I N F O R M A T I O N A V A I L A B L E				
Jacksonville, Florida	Men Employed Monday to Friday, Incl.				
	(1) Start at 7:00 a.m., 8:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. str. time	2.91	2.96	The overtime rate is paid for the hour of 7:00 a.m. to 8:00 a.m. Minimum is paid provided full gangs remain subject to call.
	(2) Gangs to start at 7:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call.
	Men Employed Saturdays				
	(1) Start at 7:00 a.m., 8:00 a.m., 10:00 a.m., 1:00 p.m.	4 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call.
	Men Employed Sundays and Holidays				
	(1) Start anytime	8 hrs. overtime	4.365	4.44	Minimum is paid provided full gangs remain subject to call.
	Extra Men Added to Gangs				
	(1) Start anytime during day hours	4 hrs. str. time	2.91	2.96	Ordered for shifting ship, cleaning, loading stores and miscellaneous
	(2) Start anytime during night hours	4 hrs. overtime	4.365	4.44	work not involving the loading and discharging of cargo provided they remain subject to call.
	(3) For handling lines - day hours	2 hrs. str. time	2.91	2.96	Provided they remain subject to call.
	(4) For handling lines - night hours	2 hrs. overtime	4.365	4.44	Provided they remain subject to call.
Canaveral, (Cocoa) Florida	G A N G S O B T A I N E D F R O M F O R T P I E R C E, W H E N R E Q U I R E D				
Fort Pierce, Florida	S E E P O R T O F J A C K S O N V I L L E				
Palm Beach, (West) Florida	N O I N F O R M A T I O N A V A I L A B L E				
Port Everglades, (Fort Lauderdale) Florida	S E E P O R T O F J A C K S O N V I L L E				
Miami, Florida	S E E P O R T O F J A C K S O N V I L L E				

1/ Men ordered applies only to new orders. It is not considered a new order when employment is interrupted solely due to observing meal periods or weather conditions.

2/ Minimum guarantee paid, except when due to weather conditions, for included. When men are required to stand-by, they shall be paid one-half the applicable straight time or overtime rates. Full rate to be paid unless stand-by time amounts to one hour or more. Full rate applies when men are required to stand-by for any cause other than weather conditions.

For purposes of applying the four or eight hour minimum, the gang is to be considered as a unit and separate minimums are not to be applied to replacements starting later than the hour.

TABLE XX

ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS

Legal Longshore Holidays

	Jan. 1	Jan. 12	Jan. 19	Feb. 12	Feb. 22	Apr. 19	May 30	June 3	June 14	June 17
NORTH ATLANTIC PORTS										
Searsport, Me.	X				X	X	X			
Portland, Me.	X				X	X	X			
Portsmouth, N. H.	X				X		X			
Salem, Mass.	X				X	X	X			X
Boston, Mass.	X				X	X	X			X
Fall River, Mass.	X				X	X	X			X
Providence, R. I.	X				X		X			
New London, Conn.	X				X		X			
New Haven, Conn.	X				X		X			
Bridgeport, Conn.	X				X		X			
Albany, N. Y.	X			X	X		X			
New York, N. Y.	X			X	X		X			
Manhattan, N. Y.	X			X	X		X			
Brooklyn, N. Y.	X			X	X		X			
Long Island City, N. Y.	X			X	X		X			
Staten Island, N. Y.	X			X	X		X			
Newark, N. J. (Bayway, Elizabeth, Carteret, Perth Amboy)	X			X	X		X			
Jersey City/Bayonne, N. J.	X			X	X		X			
Hoboken, N. J.	X			X	X		X			
Trenton, N. J.	X			X	X		X			
Camden, N. J.	X			X	X		X			
Philadelphia, Pa.	X			X	X		X		X	
Wilmington, Del.	X				X		X			
Baltimore, Md.	X			X	X		X			
Washington, D. C.	X				X		X			
Alexandria, Va.	X		X		X		X	X		
Norfolk, Va.	X		X		X		X	X		
Hampton Roads, Va.	X		X		X		X	X		
Portsmouth, Va.	X		X		X		X	X	*	
Newport News, Va.	X		X		X		X	X		
Hopewell, Va.	X		X		X		X	X		
Richmond, Va.	X		X		X		X	X		
SOUTH ATLANTIC PORTS										
Morehead City, N. C.	X				X		X			
Wilmington, N. C.	X				X		X			
Georgetown, S. C.	X			X	X		X			
Port Royal, S. C.	X			X	X		X			
Charleston, S. C.	X			X	X		X			
Savannah, Ga.	X	X			X		X			
Brunswick, Ga.	X	X			X		X			
Fernandina, Fla.	X				X		X			
Jacksonville, Fla.	X			X	X		X			
Canaveral, (Cocoa) Fla.	X				X		X			
Fort Pierce	X				X		X			
Palm Beach, (West) Fla.	X				X		X			
Port Everglades, (Fort Lauderdale) Fla.	X				X		X			
Miami, Fla.	X				X		X			

See legend at end of the tabulation.

TABLE XX (Continued)
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS

Legal Longshore Holidays

	July 4	Sept. 12	Oct. 12	Nov. 11	Dec. 25	Labor Day	Election Day	Thanksgiving Day	Good Friday
NORTH ATLANTIC PORTS									
Searsport, Me.	X			X	X	X		X	
Portland, Me.	X			X	X	X		X	
Portsmouth, N. H.	X			X	X	X		X	
Salem, Mass.	X		X	X	X	X		X	
Boston, Mass.	X		X	X	X	X		X	X
Fall River, Mass.	X		X	X	X	X		X	
Providence, R. I.	X			X	X	X		X	
New London, Conn.	X			X	X	X		X	
New Haven, Conn.	X			X	X	X		X	
Bridgeport, Conn.	X			X	X	X		X	
Albany, N. Y.	X		X	X	X	X	X	X	X
New York, N. Y.	X		X	X	X	X	X	X	X
Manhattan, N. Y.	X		X	X	X	X	X	X	X
Brooklyn, N. Y.	X		X	X	X	X	X	X	X
Long Island City, N. Y.	X		X	X	X	X	X	X	X
Staten Island, N. Y.	X		X	X	X	X	X	X	X
Newark, N. J. (Bayway, Elizabeth, Carteret, Perth Amboy)	X		X	X	X	X	X	X	X
Jersey City/Bayonne, N. J.	X		X	X	X	X	X	X	X
Hoboken, N. J.	X		X	X	X	X	X	X	X
Trenton, N. J.	X		X	X	X	X	X	X	X
Camden, N. J.	X		X	X	X	X	X	X	X
Philadelphia, Pa.	X		X	X	X	X	X	X	X
Wilmington, Del.	X			X	X	X		X	
Baltimore, Md.	X	X	X	X	X	X	X	X	X
Washington, D. C.	X			X	X	X		X	
Alexandria, Va.	X			X	X	X	X	X	X
Norfolk, Va.	X			X	X	X	X	X	X
Hampton Roads, Va.	X			X	X	X	X	X	X
Portsmouth, Va.	X			X	X	X	X	X	X
Newport News, Va.	X			X	X	X	X	X	X
Hopewell, Va.	X			X	X	X	X	X	X
Richmond, Va.	X			X	X	X	X	X	X
SOUTH ATLANTIC PORTS									
Morehead City, N. C.	X			X	X	X		X	
Wilmington, N. C.	X			X	X	X		X	
Georgetown, S. C.	X		X	X	X	X		X	
Port Royal, S. C.	X		X	X	X	X		X	
Charleston, S. C.	X		X	X	X	X		X	
Savannah, Ga.	X		X	X	X	X		X	
Brunswick, Ga.	X			X	X	X		X	
Fernandina, Fla.	X			X	X	X		X	
Jacksonville, Fla.	X		X	X	X	X		X	
Canaveral, (Cocoa) Fla.	X			X	X	X		X	
Fort Pierce, Fla.	X			X	X	X		X	
Palm Beach, (west) Fla.	X			X	X	X		X	
Port Everglades, (Fort Lauderdale) Fla.	X			X	X	X		X	
Miami, Fla.	X			X	X	X		X	

LEGEND:

January 1 - New Years Day
January 12 - Georgia Day
January 19 - Lee's Birthday
February 12 - Lincoln's Birthday
February 22 - Washington's Birthday
April 19 - Patriots Day

May 30 - Memorial Day
June 3 - Jefferson Davis Day
June 14 - Flag Day
June 17 - Bunker Hill Day
July 4 - Independence Day
September 12 - Defenders Day

October 12 - Columbus Day
November 11 - Veterans Day
December 25 - Christmas Day
First Monday in September - Labor Day
Second Tuesday in November - Election Day
Fourth Thursday in November - Thanksgiving Day
Movable - Good Friday

TABLE XXI
ATLANTIC COAST - NORTH AND SOUTH ATLANTIC PORTS
Standard Ship Gangs*

PORT	LOADING						DISCHARGING						Remarks
	Gen'l. Cargo	Lumber	Steel	Grain Trim.	Bulk	Heavy Lift	Gen'l. Cargo	Lumber	Steel	Bulk	Heavy Lift	Baled Rubber	
NORTH ATLANTIC													
Searsport, Maine	-	-	-	-	-	-	-	-	-	-	-	-	* Excludes dockside labor.
Portland, Maine	18	20 a/	20 b/	20 c/	-	-	18	-	-	10 d/	-	25	a/ 18 men for baled pulp.
Portsmouth, N.H.	-	-	-	-	-	-	-	-	-	-	-	-	b/ Scrap, handled by magnet.
Boston, Mass.	21	16 e/	17	-	-	17	21	15 e/	19 f/	-	17	-	c/ By machine; 27 men for hand trimming.
Fall River, Mass.	-	-	-	-	-	-	-	-	-	-	-	-	d/ Sulphur, discharged into cars.
Providence, R.I.	-	-	-	-	-	-	-	-	-	-	-	-	e/ When handling lumber into or out of cars
New London, Conn.	20 g/	14 h/	18 g/	-	-	-	20 g/	14 h/	18 g/	-	-	-	or lighters, increase loading gang to 19
New Haven, Conn.	-	-	-	-	-	-	-	-	-	-	-	-	men, discharging gang to 17 men.
Bridgeport, Conn.	-	-	-	-	-	-	-	-	-	-	-	-	f/ Pig Iron.
Albany, New York	21	-	-	11 i/	17 j/	-	21	-	-	-	-	-	g/ Add 1 checker if 50 tons or more.
New York (Mid)	20 k/	-	17 k/	-	-	-	20 k/	-	17 k/	-	-	26	h/ Includes 1 Checker.
Trenton, N.J.	-	-	-	-	-	-	-	-	-	-	-	-	i/ Includes 1 electrician, 1 maint. man.
Camden, New Jersey	22 m/	-	22 m/	6 n/	-	-	22 m/	22 m/	-	-	-	-	j/ Grain, in excess of 3,000 tons in 3 holds.
Philadelphia, Pa.	22 m/	-	22 m/	6 n/	-	-	22 m/	22 m/	-	-	-	-	k/ Add 1 man for side port operation; 20 man
Wilmington, Del.	22 m/	-	22 m/	6 n/	-	-	22 m/	22 m/	-	-	-	-	gang prevails if steel handled with Gen'l.
Baltimore, Md.	22 p/	21 q/	4 b/	9 n/	-	18 r/	22 p/	21 q/	4 b/	15	18 r/	-	m/ Add 1 cargo repairman if 2 or more gangs.
Washington, D.C.	-	-	-	-	-	-	-	-	-	-	-	-	n/ Includes drivers of mech. equipment.
Alexandria, Va.	-	-	-	-	-	-	-	-	-	-	-	-	o/ Per spout, including foreman.
Norfolk, Virginia	21	10 t/	-	7	7	14	21	-	-	7	14	-	p/ Includes 1 talleyman per gang.
Newport News, Va.	21	10 t/	-	7	7	14	21	-	-	7	14	-	q/ By machine.
Portsmouth, Va.	-	-	-	-	-	-	-	-	-	-	-	-	r/ When using ship's gear; 13 men float. gear.
Richmond, Va.	-	-	-	-	-	-	-	-	-	-	-	-	s/ Logs and Plywood.
Hopewell, Va.	-	-	-	-	-	-	-	-	-	-	-	-	t/ Logs.
SOUTH ATLANTIC u/													u/ Gang size shown is for normal gangs; employer is responsible for giving due regard to safety and health of men, efficiency of operations and utilization of manpower skills in establishing men required per gang.
Morehead City, N.C.	16	-	-	-	-	-	16	-	-	-	-	-	
Wilmington, N.C.	16	-	-	-	-	-	16	-	-	-	-	-	
Georgetown, S.C.	16	-	-	-	-	-	16	-	-	-	-	-	
Port Royal, S.C.	16	-	-	-	-	-	16	-	-	-	-	-	v/ Infrequent need for longshore labor; labor from Fort Pierce when required.
Charleston, S.C.	16	-	-	-	-	-	16	-	-	-	-	-	
Savannah, Ga.	16	-	-	-	-	-	16	-	-	-	-	-	w/ Citrus fruit - conveyor belt operation, gang includes 1 foreman.
Brunswick, Ga.	16	-	-	-	-	-	16	-	-	-	-	-	
Fernandina, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	x/ Fort Lauderdale, Fla.
Jacksonville, Fla.	16	-	-	-	-	-	16	-	-	-	-	-	
Canaveral (Cocoa) Fla.	v/	-	-	-	-	-	-	-	-	-	-	-	
Fort Pierce, Fla.	22 w/	-	-	-	-	-	-	-	-	-	-	-	
Palm Beach, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	
Fort Everglades, Fla. x/	14	-	-	-	-	-	14	-	-	-	-	-	
Miami, Fla.	18	-	-	-	-	-	18	-	-	-	-	-	

FOREIGN AND DOMESTIC TRADE
DEFINITIONS OF WATERBORNE COMMERCE TERMS

The collection and publication of data on the domestic and foreign commerce of the United States are carried on by the Corps of Engineers, Department of the Army, and the Bureau of the Census, Department of Commerce. Data on the foreign commerce are supplied to the Corps of Engineers by the Bureau of the Census. The data which are collected gives shipping weight of the waterborne commerce of the United States, classified by type of movement; i.e., exports, imports, coastwise, internal, intraport, and local.

In order to explain the nature of the various kinds of traffic reported, a definition of terms by type of movement follows:

(1) Foreign trade, which comprises both exports and imports to and from foreign countries.

(2) Coastwise traffic, which comprises oceanborne domestic traffic - as, for instance, between New York, N.Y., and New Orleans, La. - and ocean-borne intercoastal traffic, which includes not only traffic between U.S. ports on the Atlantic and Pacific Oceans but also between ports in the continental United States and its territories.

(3) Internal traffic, which comprises traffic between a port and an interior point located on a river which flows into or through a port. Water shipments between Richmond, Va., and Norfolk, Va., would be considered as internal traffic.

(4) Local and intraport traffic, which comprises traffic between individual channels in the same port, as for instance, between Schuylkill River Channel and the Delaware River Channel, Philadelphia, Penna.

The volume of waterborne commerce of the United States moved upward in 1960, as various world trade regions reflected wide shifts in supply and demand. A sharp rise in exports more than offset the decline in imports, raising the total U.S. traffic to 1,099.9 million short tons or 47.5 million tons above the 1959 volume. The total 1960 waterborne commerce for the Atlantic Coast, hereinafter referred to as the report area, was 399.2 million short tons or approximately 1 percent below the 402.4 million tons in 1959. The tonnage in the report area amounted to 36 percent of the National total for the calendar year of 1960.

The total import commerce of the United States for 1960 was 211.3 million short tons as compared to 213.5 million tons during 1959 - a loss of approximately 1 percent. Of the National import totals for 1960 the report area accounted for 54 percent. In 1959, the report area accounted for approximately 56 percent of the National import total. Export tonnage of the United States increased from 112.2 million short tons to 128.0 million tons or 15.8 million tons above 1959. Of the total U.S. exports, the ports in the report area accounted for approximately 35 percent of the total, an increase of about 1 percent above 1959.

The National domestic traffic increased from 726.7 million short tons in 1959 to a high of 760.6 million tons in 1960. Coastwise and Lakewise traffic were the principal movements in the increased volume. The 1960 report area's domestic traffic was about 31 percent of the National domestic total. The National internal traffic reached an alltime high of 291 million short tons by increasing 8.7 million tons above 1959. Of the principal commodities carried by water in 1960, petroleum and petroleum products accounted for 40 percent of the National tonnage while comprising 58 percent of the report area's traffic.

As noted above, the total 1960 commerce for the Atlantic Coast was 399.2 million short tons or about 1 percent below the 402.4 million tons in 1959. Petroleum, paper and paper products, wood and wood products, coal, grain, and general cargo were the principal commodities transported. Petroleum, the leading commodity, indicated a slight decrease from 1959. The total petroleum tonnage of the report area was 231.8 million short tons in 1960 or 58 percent of the total cargo moved in 1960, as compared to 233.8 million tons in 1959. Most of the ports maintained a steady petroleum tonnage for the report area, with the exception of Portland, Me. The latter experienced a considerable decrease principally in foreign imports totaling 12.3 million short tons in 1959 compared to 13.4 million tons in 1960. New York is the principal petroleum port on the Atlantic Coast. The 98.5 million petroleum tonnage for the port of New York in 1960 is fairly evenly distributed between imports, coastwise receipts, and local and intraport movements. Almost 37 percent of the bulk petroleum tonnage on the Atlantic Coast for 1960 moves via New York in the Coastwise traffic. Philadelphia, farther south, had a slight decrease in imports of petroleum and accounted for a total of 25.8 million short tons of petroleum for 1960 or 11 percent of the Atlantic Coast petroleum total.

Continuous industrial and dwelling construction held the movement of wood and wood products to 3.7 million short tons for the Atlantic Coast in 1960, a slight decrease of approximately 0.2 million tons under the previous year. The

lumber moved mostly in the Middle Atlantic ports in foreign and coastwise traffic. New York, leading the Atlantic Coast ports in lumber traffic, accounted for 1.1 million tons, while Philadelphia on the Delaware River handled approximately 0.3 million tons. The report area's waterborne general cargo tonnage moved upward in 1960. A rise in exports, domestic coastwise shipments, and internal shipments more than offset the decline in imports by elevating the Atlantic area's general cargo traffic to 41.9 million short tons, approximately 10 percent of the report area's total cargo moved during 1960 and about 2 percent increase in general cargo for the Atlantic Coast over 1959. The ports of Portland, Portsmouth, Boston, New Haven, Bridgeport, Albany, Trenton, Camden, Wilmington (Del.), Richmond, Fernandina, Canaveral, Fort Pierce, Palm Beach, Port Everglades, and Miami experienced a slight decline in their 1960 volume of general cargo from 1959. The other ports experienced an increase. No commercial statistics were recorded for the port of Portsmouth, Va.

Paper and paper products handled in the report area showed a slight increase during 1960 with 3.3 million short tons - a total of only about 35,000 tons over 1959. There was a shift in paper tonnage between ports throughout the Atlantic Coast. The decrease in volume in one port in the North Atlantic area was offset by the traffic being handled at one of the nearby ports. The total paper tonnage for ports in the South Atlantic area remained basically the same for the two-year period.

A slight increase in grain tonnage for 1960 resulted primarily from a slight increase in movements via the ports of Portland, Albany, Trenton, Baltimore, Norfolk, Newport News, Richmond, Morehead City, Savannah, Palm Beach, and Miami. Of 4.6 million short tons in 1959, the increase was only about 250,000 tons. All other commodities indicated a decrease of about 1 million tons from 62.3 million tons in 1959 to 61.3 million tons in 1960.

A general observation of the kinds of traffic indicates that the flow of imports in 1960 into the report area reflected a decrease of approximately 6 million short tons for a total of 114.9 million short tons or about 5 percent below the 121.1 million tons in 1959. Petroleum and general cargo import movement represented a decrease of about 5 and 10 percent respectively below 1959. The total waterborne exports for 1960 increased 3.2 million short tons over a volume of 41.7 million tons during 1959. The rising export tonnages of grain, petroleum, paper and paper products, wood and wood products, coal, general cargo, and all other commodities accounted for the 3.2 million ton increase.

The coastwise receipts in 1960 decreased slightly under 1959 volume. Grain, wood and wood products, coal, and general cargo were the principal commodities implicated. In coastwise receipts grain accounted for almost 64,000 short tons, a decrease of about 5,000 tons under 1959. On the other hand, coal decreased approximately 8 million tons, while general cargo decreased about 182,000 tons below 1959 to about 6 million tons in 1960 or about 14 percent of the total general cargo traffic. With the exception of wood and wood products, the coastwise shipments decreased about 0.9 million tons below 1959. The internal receipt tonnages declined in 1960 owing to smaller movements of mostly coal, grain, paper and paper products, wood and wood products, and general cargo. Internal shipments in 1960 increased about 45,000 tons over 1959. Local and intraport movements increased to a new high of 54.5 million tons in 1960. This was 1.4 million tons over the preceding year.

In summary, the Atlantic Coast ports handled 399.2 million short tons during 1960, as compared to 402.4 million tons in 1959. Petroleum, paper and paper products, wood and wood products, coal, grain, and general cargo were the principal commodities moved.

The waterborne commerce moving in the Atlantic Coast export trade reflects broadening markets in Africa and the Middle and Far East that will enrich the economies of developing countries as well as the more industrialized nations of the world.

Note: Source: Waterborne Commerce of the United States, Calendar Year 1960, Part 1, Atlantic Coast, and Part 5, National Summaries prepared by Corps of Engineers, Department of the Army.

TABLE XXII
UNITED STATES ATLANTIC COAST
TOTAL WATERBORNE COMMERCE FOR 1960 AND 1959
(Tons of 2,000 pounds)

PORTS	1960 TOTAL	1960 FOREIGN Imports	1960 FOREIGN Exports	1960 DOMESTIC Coastwise Receipts	1960 DOMESTIC Coastwise Shipments	1960 DOMESTIC Internal Receipts	1960 DOMESTIC Internal Shipments	1960 DOMESTIC Local and Intraport	1959 TOTAL	1959 FOREIGN Imports	1959 FOREIGN Exports	1959 DOMESTIC Coastwise Receipts	1959 DOMESTIC Coastwise Shipments	1959 DOMESTIC Internal Receipts	1959 DOMESTIC Internal Shipments	1959 DOMESTIC Local and Intraport
NORTH ATLANTIC:																
Searsport, Maine 1/	890,219	-	-	-	-	-	-	-	896,350 1/	-	-	-	-	-	-	
Portland, Maine	16,167,661	12,406,869	119,327	3,170,971	386,736	-	-	83,758	17,363,095	13,514,712	69,377	3,262,704	450,999	-	-	65,303
Portsmouth, N.H.	1,397,389	650,074	2,944	744,371	-	-	-	-	1,315,369	529,290	8,809	764,331	12,939	-	-	-
Boston, Mass.	19,019,567	5,509,770	933,488	10,740,376	813,245	-	-	1,022,688	20,464,817	5,975,048	752,234	11,341,538	1,179,136	-	-	1,216,361
Fall River, Mass. 2/	2,942,912	595,149	10	1,437,070	53,400	18,538	829,552	9,193	2,174,230	583,338	-	1,482,660	29,586	20,087	43,604	14,955
Providence, R.I.	7,949,820	1,156,487	109,528	5,878,272	489,246	16,418	285,265	14,604	8,275,928	1,356,664	87,580	5,943,103	582,610	13,992	278,609	13,370
New London, Conn.	1,114,018	479,175	148	508,885	55,430	1,147	24,653	44,580	1,065,804	518,231	-	436,210	77,798	-	25,243	8,322
New Haven, Conn.	7,932,905	1,043,750	1,941	5,521,485	1,120,822	-	-	244,907	8,257,428	1,452,682	-	5,380,322	1,105,764	-	-	318,660
Bridgeport, Conn.	2,090,396	412,707	112,605	1,291,957	270,436	-	-	2,691	2,308,029	450,104	49,887	1,489,774	311,895	-	-	6,369
Albany, N.Y.	6,990,978	486,859	373,848	4,079,571	15,973	625,484	1,409,243	-	7,342,783	620,891	322,683	4,238,461	23,772	755,646	1,367,674	13,656
New York, N.Y. & N.J.	153,198,620	37,455,278	7,584,411	42,812,316	13,775,107	4,496,232	3,761,119	43,314,157	154,155,873	39,108,306	6,808,863	43,643,002	13,582,417	5,378,590	3,830,967	41,803,728
Trenton, N.J.	376,727	28,423	-	-	-	348,304	-	-	389,057	4,036	-	-	-	385,021	-	-
Camden, N.J.	1,746,221	291,015	5,994	774,418	6,768	378,193	289,833	-	1,517,948	317,787	5,451	579,141	3,563	487,572	119,902	4,532
Philadelphia, Pa.	44,475,458	20,633,900	2,220,496	10,239,179	2,188,385	4,166,394	2,696,706	2,330,398	47,656,492	23,691,554	2,123,222	9,658,888	2,220,409	4,102,272	2,939,163	2,920,984
Wilmington, Del.	2,230,755	321,263	76,237	214,834	863	1,528,525	89,033	-	2,461,541	498,276	30,684	303,403	419	1,538,593	90,166	-
Baltimore, Md.	43,419,627	20,176,123	4,906,748	6,979,895	1,664,213	1,700,830	1,683,517	6,308,301	40,223,607	18,985,569	4,216,912	7,062,026	1,499,726	1,662,375	1,467,245	5,329,754
Washington, D.C.	2,686,295	-	-	-	3,814	2,672,341	10,140	-	2,266,008	9	-	-	-	2,262,253	3,746	-
Alexandria, Va.	417,374	111,081	2,290	20,457	-	283,351	195	-	383,334	110,478	3,639	24,614	-	243,611	992	-
Norfolk, Va. 4/	36,860,320	2,831,734	17,490,316	6,171,011	3,902,652	2,090,436	4,120,162	254,009	34,952,961	2,581,674	15,744,868	5,794,080	4,353,224	2,285,288	3,895,530	298,297
Portsmouth, Va. 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	12,678,372	2,022,524	8,557,355	24,865	1,585,526	420,863	67,239	-	13,807,208	2,018,705	9,427,508	-	1,832,570	472,133	56,292	-
Hopewell, Va.	781,504	26,789	49,340	271,349	-	293,734	140,292	-	790,808	45,259	39,050	251,845	22,061	336,009	96,584	-
Richmond, Va.	2,917,487	106,263	96,670	89,303	780	2,600,128	22,872	1,471	2,807,291	103,954	130,640	68,222	-	2,483,481	20,994	-
SOUTH ATLANTIC																
Morehead City, N.C.	678,986	217,044	77,112	226,768	23,158	26,069	107,659	1,176	574,706	161,977	73,312	190,217	14,922	10,776	122,422	1,080
Wilmington, N.C.	4,179,751	472,019	281,980	2,998,187	31,685	61,630	334,250	-	4,142,279	588,656	179,101	2,923,348	4,829	51,814	394,531	-
Georgetown, S.C.	869,772	2,199	46,146	-	-	819,980	1,050	397	1,041,169	1,315	88,445	-	-	940,964	10,083	362
Port Royal, S.C. 1/	9,495	-	-	-	-	-	-	-	6,647	-	-	-	-	-	-	-
Charleston, S.C.	4,974,962	1,346,162	471,485	2,399,406	219,089	82,940	311,789	143,791	4,636,653	1,492,842	254,475	2,104,175	252,799	63,786	338,652	129,924
Savannah, Ga.	4,325,230	1,898,699	615,506	1,502,891	132,797	38,206	94,930	42,201	4,161,204	1,962,053	460,650	1,350,359	173,529	41,099	142,464	51,050
Brunswick, Ga.	787,312	425,600	22,557	85,190	4,017	119,632	130,712	3,604	542,078	184,878	4,046	78,140	827	150,832	117,835	5,520
Fernandina, Fla.	148,625	-	9,248	11,697	-	127,463	-	217	175,813	-	11,134	15,306	-	137,938	100	11,335
Jacksonville, Fla.	7,450,977	2,055,136	327,941	3,331,144	221,327	321,523	1,054,618	139,288	7,698,212	2,165,557	276,355	3,324,069	123,557	412,770	1,310,987	84,917
Canaveral Harbor, Fla.	301,321	87,342	-	145,993	59,783	5,640	145	2,418	293,864	146,894	1,019	72,862	65,663	400	-	7,026
Fort Pierce, Fla.	136,831	3,697	-	-	-	132,745	40	349	158,980	808	1,118	-	-	145,723	10,147	1,184
Palm Beach, Fla.	731,712	419,680	176,993	17,557	-	82,966	32,704	1,812	870,310	481,328	259,164	-	-	109,901	18,002	1,915
Fort Everglades, Fla.	4,693,240	878,014	127,697	3,128,600	135,794	1,175	277,689	143,971	5,313,810	1,109,369	126,618	3,060,592	116,546	2,849	580,597	317,239
Miami, Fla.	1,611,638	341,938	124,365	359,515	46,534	250,746	139,112	349,428	1,882,484	345,699	146,611	405,073	58,616	341,518	177,869	407,098
TOTALS	399,184,477	114,893,063	44,924,726	115,177,533	27,207,580	23,707,933	17,911,519	54,459,409	402,394,170	121,107,943	41,703,455	115,248,465	28,100,176	24,837,293	17,460,400	53,033,441

1/ Total not broken down by Waterborne Commerce 1960.
2/ Includes statistics for Tiverton Harbor, R.I.
3/ See Norfolk.
4/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

TABLE XXIII
UNITED STATES ATLANTIC COAST
WATERBORNE COMMERCE - GRAIN
(Tons of 2,000 pounds)

PORTS	1960								1959							
	TOTAL	FOREIGN		DOMESTIC					TOTAL	FOREIGN		DOMESTIC				
				Coastwise		Internal		Local and Intraport				Coastwise		Internal		Local and Intraport
		Imports	Exports	Receipts	Shipments	Receipts	Shipments			Imports	Exports	Receipts	Shipments	Receipts	Shipments	
NORTH ATLANTIC:																
Searsport, Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland, Maine	21,877	-	21,877	-	-	-	-	-	21,479	-	21,479	-	-	-	-	-
Portsmouth, N.H.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston, Mass.	275,183	166	275,017	-	-	-	-	-	337,360	33	337,271	56	-	-	-	-
Fall River, Mass. 1/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Providence, R.I.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New London, Conn.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Haven, Conn.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridgeport, Conn.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Albany, N.Y.	490,743	-	373,961	11,565	9,919	96,198	-	-	442,746	-	318,322	399	4,060	119,965	-	-
New York, N.Y. and N.J.	401,482	11,151	212,025	50,904	290	-	6,573	120,539	651,083	12,838	451,699	67,114	18	119,410	-	117,774
Trenton, N.J.	5,463	5,213	-	-	-	250	-	-	-	-	-	-	-	-	-	-
Camden, N.J.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Philadelphia, Pa.	479,716	767	477,113	1,278	8	-	250	-	547,945	-	546,494	1,208	243	-	-	-
Wilmington, Del.	-	-	-	-	-	-	-	-	300	-	-	-	-	300	-	-
Baltimore, Md.	1,433,378	-	1,404,862	-	148	26,516	1,852	-	1,296,365	-	1,262,462	-	11,056	22,258	589	-
Washington, D.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alexandria, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norfolk, Va. 2/	1,710,121	-	1,647,943	-	3,768	30,508	27,902	-	1,291,272	-	1,260,192	-	399	21,692	8,989	-
Portsmouth, Va. 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	1,243	-	1,243	-	-	-	-	-	21	-	21	-	-	-	-	-
Hopewell, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Richmond, Va.	4,789	-	-	-	-	-	4,789	-	-	-	-	-	-	-	-	-
SOUTH ATLANTIC:																
Morehead City, N.C.	16,014	-	15,117	-	-	-	597	-	4,592	-	4,592	-	-	-	-	-
Wilmington, N.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgetown, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Port Royal, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charleston, S.C.	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-
Savannah, Ga.	3,360	-	3,360	-	-	-	-	-	104	-	-	104	-	-	-	-
Brunswick, Ga.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fernandina, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jacksonville, Fla.	3,954	-	3,954	-	-	-	-	-	4,171	-	4,171	-	-	-	-	-
Canaveral Harbor, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fort Pierce, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Palm Beach, Fla.	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Port Everglades, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Miami, Fla.	1,299	-	1,299	-	-	-	-	-	635	35	600	-	-	-	-	-
TOTALS	4,818,621	17,299	4,437,471	63,747	14,133	153,472	43,963	120,539	4,598,074	12,906	4,207,804	68,911	15,776	163,625	9,278	117,774

1/ Includes statistics for Riverton Harbor, Rhode Island.

2/ See Norfolk.

3/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

4/ Total not broken down by Waterborne Commerce 1960.

TABLE XXIV
UNITED STATES ATLANTIC COAST
WATERBORNE COMMERCE - PETROLEUM
(Tons of 2,000 pounds)

PORTS	1960 TOTAL	1960 FOREIGN		1960 DOMESTIC Coastwise		1960 DOMESTIC Internal		1960 DOMESTIC Local and Intraport	1959 TOTAL	1959 FOREIGN		1959 DOMESTIC Coastwise		1959 DOMESTIC Internal		1959 DOMESTIC Local and Intraport
		Imports	Exports	Receipts	Shipments	Receipts	Shipments			Imports	Exports	Receipts	Shipments	Receipts	Shipments	
NORTH ATLANTIC:																
Searsport, Maine 1/	648,376	-	-	-	-	-	-	-	680,713	-	-	-	-	-	-	-
Portland, Maine	15,408,188	12,267,280	-	2,710,125	378,840	-	-	52,243	16,556,988	13,337,377	-	2,729,297	439,918	-	-	30,396
Portsmouth, N.H.	1,206,378	539,061	-	667,317	-	-	-	-	1,096,085	476,113	-	607,003	12,939	-	-	-
Boston, Mass.	15,085,718	3,787,058	224	9,417,183	740,677	-	-	941,276	15,917,593	4,268,132	116	9,560,119	1,079,880	-	-	1,009,346
Fall River, Mass. 2/	1,846,909	454,627	-	1,282,823	52,176	18,538	29,552	9,193	1,918,493	468,559	-	1,312,254	29,034	20,087	43,604	44,955
Providence, R.I.	5,864,570	1,053,681	-	3,101,933	401,091	13,399	267,200	11,266	7,004,741	1,262,593	-	5,074,835	404,537	13,535	248,341	13,370
New London, Conn.	931,831	369,622	-	468,777	51,211	1,147	24,653	16,421	946,221	435,277	-	401,978	72,143	-	25,243	8,313
New Haven, Conn.	6,087,630	935,971	-	4,278,814	825,766	-	-	47,084	6,290,395	1,347,821	-	4,427,569	834,721	-	-	80,181
Bridgeport, Conn.	1,238,995	238,904	-	1,027,959	270,436	-	-	2,596	1,750,331	288,975	-	1,179,080	305,915	-	-	6,361
Albany, N.Y.	5,843,070	198,959	-	3,875,102	1,851	412,514	1,354,541	-	6,273,067	318,998	-	4,953,417	-	-	525,691	1,331,305	13,656
New York, N.Y. and N.J.	98,523,321	26,893,052	298,450	29,427,949	10,169,356	411,892	3,344,687	28,951,935	99,275,742	27,650,269	312,316	30,177,369	10,908,868	29,774	3,498,514	27,098,640
Trenton, N.J.	290,509	-	-	-	-	290,509	-	-	327,799	-	-	-	-	327,799	-	-
Camden, N.J.	1,046,998	146,462	708	655,173	4,960	81,092	288,596	-	685,984	72,014	226	412,708	3,158	86,164	110,432	1,282
Philadelphia, Pa.	25,984,178	12,627,780	207,634	8,879,604	1,649,132	2,134,303	1,484,560	651,765	26,093,356	11,186,861	175,295	8,311,089	1,863,746	1,753,121	1,899,306	602,938
Wilmington, Del.	1,223,54h	11,999	51	125,918	-	1,085,576	-	-	1,363,404	168,166	45	228,748	-	966,098	347	-
Baltimore, Md.	12,272,073	3,199,182	14,389	5,797,739	129,188	1,310,395	795,701	1,025,479	11,606,383	2,957,809	13,643	5,599,651	106,301	1,312,256	682,045	904,678
Washington, D.C.	1,620,256	-	-	-	-	1,619,146	1,110	-	1,203,217	-	-	-	-	1,201,807	1,410	-
Alexandria, Va.	251,116	-	-	-	-	251,116	-	-	211,499	-	-	-	-	211,499	-	-
Norfolk, Va. 3/	12,155,279	1,807,688	119	5,776,382	62,686	365,761	3,821,503	251,140	10,926,152	1,266,120	201	5,378,546	316	306,928	3,679,886	294,155
Portsmouth, Va. 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	590,889	236,921	315	24,865	-	287,997	20,791	-	667,259	345,631	10,324	-	-	308,407	2,897	-
Hopewell, Va.	285,446	1,566	-	238,981	-	44,754	3,145	-	275,831	-	-	207,567	-	68,264	-	-
Richmond, Va.	2,103,941	-	-	80,899	-	2,019,384	2,127	1,471	1,925,618	-	-	58,795	-	1,863,660	3,163	-
SOUTH ATLANTIC:																
Morehead City, N.C.	470,995	133,343	-	220,863	-	11,898	104,891	-	411,898	86,244	-	190,217	3,134	10,901	121,802	-
Wilmington, N.C.	3,155,956	136,041	-	2,788,828	19,925	2,123	219,039	-	3,184,476	222,602	-	2,709,189	-	-	251,685	-
Georgetown, S.C.	199,851	-	-	-	-	199,851	-	-	210,471	-	-	-	-	210,471	-	-
Port Royal, S.C. 4/	-	-	-	-	-	-	-	-	2,023	-	-	-	-	-	-	-
Charleston, S.C.	3,735,604	878,885	28	2,261,897	205,908	-	252,495	136,191	3,527,880	910,079	35	1,960,660	232,961	2,931	269,247	122,367
Savannah, Ga.	2,264,988	810,812	75	1,247,699	31,174	2,673	52,722	15,833	2,000,422	736,809	52	1,067,759	62,011	-	57,108	16,683
Brunswick, Ga.	94,700	-	-	-	-	94,780	-	-	130,837	-	-	-	-	130,837	-	-
Fernandina, Fla.	127,390	-	-	-	-	127,390	-	-	137,705	-	-	-	-	137,705	-	-
Jacksonville, Fla.	3,933,098	852,030	2,895	3,086,509	2,386	1,969	955,785	132,024	5,209,590	788,160	3,300	3,176,562	8,249	1,831	1,152,066	81,422
Canaveral Harbor, Fla.	213,819	80,195	-	129,784	-	3,840	-	-	189,229	135,339	-	53,890	-	-	-	-
Port Pierce, Fla.	83,850	-	-	-	-	83,850	-	-	75,826	-	-	-	-	75,826	-	-
Palm Beach, Fla.	271,256	224,027	175	14,560	-	-	32,494	-	236,316	220,456	1,662	-	-	232	13,966	-
Port Everglades, Fla.	3,874,367	526,211	1,909	2,791,090	135,794	1,167	276,105	142,961	4,368,436	681,646	184	2,677,556	116,346	1,199	571,754	316,749
Miami, Fla.	755,882	172,398	2,741	243,528	39,592	130,988	1,167	165,468	816,961	147,238	5,023	236,623	41,717	228,734	-	154,626
TOTALS	231,846,752	66,672,888	528,813	92,618,601	15,167,552	10,652,012	13,603,164	31,455,346	233,843,204	70,149,411	522,424	91,123,477	16,209,167	10,127,757	13,957,456	30,770,438

1/ Total not broken down by Waterborne Commerce 1960.

2/ Includes statistics for Tiverton Harbor, R.I.

3/ See Norfolk.

4/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

TABLE XXV

UNITED STATES ATLANTIC COAST

WATERBORNE COMMERCE - COAL

(Tons of 2,000 pounds)

PORTS	1960								1959						
	TOTAL	FOREIGN		DOMESTIC				Local and Intraport	TOTAL	FOREIGN		DOMESTIC				Local and Intraport
				Coastwise		Internal						Coastwise		Internal		
		Imports	Exports	Receipts	Shipments	Receipts	Shipments			Imports	Exports	Receipts	Shipments	Receipts	Shipments	
NORTH ATLANTIC:																
Searsport, Maine 1/	98,032	-	-	-	-	-	-	-	66,882	-	-	-	-	-	-	-
Portland, Maine	121,106	-	-	121,106	-	-	-	-	181,383	-	-	181,383	-	-	-	-
Portsmouth, N.H.	77,054	-	-	77,054	-	-	-	-	154,673	-	-	154,673	-	-	-	-
Boston, Mass.	819,660	-	-	808,620	-	-	-	11,040	1,236,018	-	-	1,223,406	-	-	-	12,612
Fall River, Mass. 2/	119,883	-	-	119,883	-	-	-	-	126,331	-	-	126,331	-	-	-	-
Providence, R.I.	650,219	-	-	629,193	-	3,012	18,014	-	790,872	-	-	752,709	2,600	-	35,563	-
New London, Conn.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Haven, Conn.	1,136,326	-	-	811,161	129,832	-	-	193,333	1,260,931	-	-	914,562	111,554	-	-	234,815
Bridgeport, Conn.	205,375	-	-	205,375	-	-	-	-	194,151	-	-	194,151	-	-	-	-
Albany, N.Y.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York, N.Y. and N.J.	10,447,063	-	14,033	666,879	1,511,433	-	-	8,251,718	10,187,573	89	12,662	629,862	1,238,419	-	-	8,306,541
Trenton, N.J.	47,802	-	-	-	-	47,402	-	-	-	-	-	-	-	-	-	-
Camden, N.J.	22,911	-	-	-	-	22,911	-	-	137,167	-	-	88,149	-	49,018	-	-
Philadelphia, Pa.	3,374,393	-	391,328	543,368	42,220	-	756,308	1,641,149	4,641,917	-	511,977	485,229	-	24,359	817,931	2,199,451
Wilmington, Del.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Baltimore, Md.	6,210,264	-	1,471,658	-	-	-	-	4,738,606	5,456,794	-	1,506,686	-	-	-	-	3,870,108
Washington, D.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alexandria, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norfolk, Va. 3/	18,793,812	-	15,013,330	-	3,777,482	-	3,000	-	18,155,781	-	13,837,685	-	4,303,470	-	14,466	-
Portsmouth, Va. 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	9,832,084	-	8,201,198	-	1,585,356	-	45,530	-	11,021,877	-	9,137,585	-	1,832,087	-	52,205	-
Hopewell, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Richmond, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH ATLANTIC:																
Morehead City, N.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington, N.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgetown, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Port Royal, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charleston, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Savannah, Ga.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brunswick, Ga.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fernandina, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jacksonville, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Canaveral Harbor, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fort Pierce, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Palm Beach, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Port Everglades, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Miami, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS	52,252,884	-	25,091,547	4,288,959	7,049,323	73,325	822,852	14,834,846	53,116,481	89	25,089,756	5,053,755	7,488,130	73,377	920,165	14,491,327

1/ Total not broken down by Waterborne Commerce 1960.

2/ Includes statistics for Tiverton Harbor, R.I.

3/ See Norfolk.

4/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

TABLE XXVI
UNITED STATES ATLANTIC COAST
WATERBORNE COMMERCE - PAPER AND PAPER PRODUCTS
(Tons of 2,000 pounds)

PORTS	1960								1959						
	TOTAL	FOREIGN		DOMESTIC					TOTAL	FOREIGN		DOMESTIC			
				Coastwise		Internal		Local and Intraport				Coastwise		Internal		Local and Intraport
		Imports	Exports	Receipts	Shipments	Receipts	Shipments			Imports	Exports	Receipts	Shipments	Receipts	Shipments	
NORTH ATLANTIC:																
Searsport, Maine 1/	46,143	-	-	-	-	-	-	-	27,956	-	-	-	-	-	-	-
Portland, Maine	35,329	31,717	3,612	-	-	-	-	-	56,724	49,979	6,744	-	-	-	-	-
Portsmouth, N.H.	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
Boston, Mass.	144,772	106,756	26,532	731	7,753	-	-	-	169,402	131,763	20,233	182	17,224	-	-	-
Fall River, Mass. 2/	2,862	7	-	2,855	-	-	-	-	12	12	-	-	-	-	-	-
Providence, R.I.	6	6	-	-	-	-	-	-	9	9	-	-	-	-	-	-
New London, Conn.	15,415	15,415	-	-	-	-	-	-	17,750	17,750	-	-	-	-	-	-
New Haven, Conn.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridgeport, Conn.	14	14	-	-	-	-	-	-	178	177	1	-	-	-	-	-
Albany, N.Y.	83,213	83,213	-	-	-	-	-	-	103,877	103,877	-	-	-	-	-	-
New York, N.Y. and N.J.	875,935	561,313	118,230	134,111	62,281	-	-	-	903,770	599,511	116,841	118,434	68,629	-	-	355
Trenton, N.J.	10,150	7	-	-	-	10,143	-	-	57,074	2	-	-	-	57,072	-	-
Camden, N.J.	14,916	2,595	19	12,043	-	216	43	-	15,652	5,325	-	10,327	-	-	-	-
Philadelphia, Pa.	376,277	153,328	14,880	91,612	11,862	-	104,595	-	361,176	117,822	10,500	83,536	16,937	5,531	99,228	642
Wilmington, Del.	163,267	70,670	319	13,005	-	-	79,273	-	168,293	69,052	5	11,103	-	3,664	84,469	-
Baltimore, Md.	122,291	42,855	13,568	2,957	10,774	49,173	1,948	1,016	117,983	34,178	7,989	2,935	9,211	42,219	445	1,006
Washington, D.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alexandria, Va.	99,082	97,562	1,520	-	-	-	-	-	101,403	99,531	1,872	-	-	-	-	-
Norfolk, Va. 4/	124,901	28,982	40,422	-	485	9,951	45,061	-	99,990	31,820	16,920	18	10,293	2,229	38,710	-
Portsmouth, Va. 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	43,280	20,088	16,099	-	-	7,093	-	-	30,540	23,357	6,410	-	-	773	-	-
Hopewell, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Richmond, Va.	32,036	29,830	2,206	-	-	-	-	-	23,367	22,071	1,296	-	-	-	-	-
SOUTH ATLANTIC:																
Morehead City, N.C.	80	-	80	-	-	-	-	-	371	-	371	-	-	-	-	-
Wilmington, N.C.	63,633	2,847	59,639	-	-	1,147	-	-	40,911	2,179	38,732	-	-	-	-	-
Georgetown, S.C.	45,252	-	45,252	-	-	-	-	-	98,528	-	88,445	-	-	-	10,083	-
Port Royal, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charleston, S.C.	205,321	7,827	186,979	-	6,180	-	4,328	-	106,266	5,613	75,345	-	12,567	-	12,743	-
Savannah, Ga.	308,117	711	221,221	8,667	50,127	-	27,691	-	317,849	75	188,573	7,126	53,532	-	68,243	-
Brunswick, Ga.	115,492	-	7,281	-	-	-	108,211	-	111,838	-	2,608	-	-	506	111,724	-
Fernandina, Fla.	9,180	-	9,180	-	-	-	-	-	11,133	-	11,133	-	-	-	-	-
Jacksonville, Fla.	323,356	30,750	156,771	1,986	37,768	-	95,878	-	276,141	22,906	83,288	27	18,516	-	151,404	-
Canaveral Harbor, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fort Pierce, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Palm Beach, Fla.	2,230	196	2,034	-	-	-	-	-	3,541	503	3,038	-	-	-	-	-
Port Everglades, Fla.	6,892	6,821	71	-	-	-	-	-	14,980	14,873	107	-	-	-	-	-
Miami, Fla.	62,942	52,596	9,208	587	551	-	-	-	51,193	44,201	4,852	2,350	90	-	-	-
TOTALS	3,329,977	1,345,106	935,326	268,554	187,781	77,723	467,028	1,016	3,294,209	1,446,586	685,303	236,629	206,999	111,994	576,749	2,003

1/ Total not broken down by Waterborne Commerce 1960.

2/ Includes statistics for Tiverton Harbor, R.I.

3/ See Norfolk.

4/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

TABLE XXVII
UNITED STATES ATLANTIC COAST
WATERBORNE COMMERCE - WOOD AND WOOD PRODUCTS
(Tons of 2,000 pounds)

PORTS	1960								1959						
	TOTAL	FOREIGN		DOMESTIC					TOTAL	FOREIGN		DOMESTIC			
				Coastwise		Internal		Local and Intraport				Coastwise		Internal		Local and Intraport
		Imports	Exports	Receipts	Shipments	Receipts	Shipments			Imports	Exports	Receipts	Shipments	Receipts	Shipments	
NORTH ATLANTIC:																
Searsport, Maine 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland, Maine	2,616	2,601	15	-	-	-	-	-	1,768	1,768	-	-	-	-	-	-
Portsmouth, N.H.	-	-	-	-	-	-	-	-	2,655	-	-	2,655	-	-	-	-
Boston, Mass.	177,097	97,417	4,509	64,515	318	-	-	10,338	155,183	75,820	3,406	65,454	1,130	-	-	9,373
Fall River, Mass. 1/	-	-	-	-	-	-	-	-	2	2	-	-	-	-	-	-
Providence, R.I.	70,003	33,615	-	36,358	-	-	-	-	73,257	44,749	-	28,508	-	-	-	-
New London, Conn.	9,825	5,794	-	4,031	-	-	-	-	11,338	11,338	-	-	-	-	-	-
New Haven, Conn.	50,095	27,101	-	22,994	-	-	-	-	63,292	17,664	-	45,628	-	-	-	-
Bridgeport, Conn.	18,662	11,125	-	37,237	-	-	-	-	58,313	18,202	-	40,111	-	-	-	-
Albany, N.Y.	26,232	26,232	-	-	-	-	-	-	18,796	12,728	-	6,068	-	-	-	-
New York, N.Y. and N.J.	1,130,629	423,096	24,581	654,404	10,731	-	-	17,817	1,106,687	403,127	23,326	654,531	12,285	-	-	13,418
Trenton, N.J.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Camden, N.J.	169,385	83,158	-	85,993	-	234	-	-	123,003	75,113	-	47,890	-	-	-	-
Philadelphia, Pa.	273,322	115,231	3,837	153,605	649	-	-	-	294,580	127,938	4,909	161,032	701	-	-	-
Wilmington, Del.	129,961	72,556	47	57,358	-	-	-	-	141,193	96,533	46	44,914	-	-	-	-
Baltimore, Md.	218,610	96,770	26,840	129,160	2,845	46	-	1,749	271,189	118,120	14,594	134,385	2,617	476	7	990
Washington, D.C.	400	-	-	-	-	-	400	-	-	-	-	-	-	-	-	-
Alexandria, Va.	971	909	62	-	-	-	-	-	636	570	66	-	-	-	-	-
Norfolk, Va. 2/	89,495	53,990	31,827	4	294	3,100	280	-	88,757	53,823	17,369	2,431	2,056	12,243	835	-
Portsmouth, Va. 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	15,645	3,462	12,183	-	-	-	-	-	17,217	2,597	8,734	-	6	5,880	-	-
Hopewell, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Richmond, Va.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH ATLANTIC:																
Morehead City, N.C.	5,119	1,916	3,233	-	-	-	-	-	2,609	380	2,229	-	-	-	-	-
Wilmington, N.C.	132,275	20,006	1,145	-	-	1,168	109,956	-	160,923	21,701	1,189	-	-	-	137,730	-
Georgetown, S.C.	622,190	1,011	-	-	-	620,129	1,050	-	730,193	-	-	-	-	730,193	-	-
Port Royal, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charleston, S.C.	42,541	18,181	23,912	-	23	-	125	-	39,379	20,172	10,926	28	43	120	6,790	1,000
Savannah, Ga.	50,094	9,679	19,859	2,008	17,918	150	450	-	47,944	16,320	15,810	1,912	12,333	-	1,169	70
Brunswick, Ga.	725	-	-	-	-	575	150	-	150	-	-	-	-	150	-	-
Fernandina, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jacksonville, Fla.	307,711	291,289	13,593	958	1,671	-	200	-	356,996	338,617	14,689	689	2,529	-	442	-
Canaveral Harbor, Fla.	4,617	3,235	-	1,332	-	50	-	-	2,651	-	1,019	1,632	-	-	-	-
Fort Pierce, Fla.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Palm Beach, Fla.	15,857	9,254	3,456	2,997	-	40	-	110	5,810	357	5,303	-	-	135	15	-
Port Everglades, Fla.	88,343	40,423	1,006	46,589	-	250	75	-	93,045	33,502	622	58,921	-	-	-	15
Miami, Fla.	15,694	3,452	11,756	197	37	-	250	-	19,159	4,806	14,569	170	197	-	-	-
TOTALS	3,728,114	1,452,133	181,863	1,291,040	34,516	625,712	112,936	29,914	3,887,625	1,495,982	139,106	1,296,989	33,897	749,497	147,288	24,866

1/ Includes statistics for Tiverton Harbor, R.I.

2/ See Norfolk.

3/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

4/ Total not broken down by Waterborne Commerce 1960.

TABLE XXVIII
UNITED STATES ATLANTIC COAST
WATERBORNE COMMERCE - GENERAL CARGO
(Tons of 2,000 pounds)

PORTS	1960 TOTAL	1960 FOREIGN		1960 DOMESTIC					1959 TOTAL	1959 FOREIGN		1959 DOMESTIC				
				Coastwise		Internal		Local and Intraport				Coastwise		Internal		Local and Intraport
		Imports	Exports	Receipts	Shipments	Receipts	Shipments			Imports	Exports	Receipts	Shipments	Receipts	Shipments	
NORTH ATLANTIC:																
Searsport, Maine 1/	103,368	-	-	-	-	-	-	69,015	-	-	-	-	-	-	-	-
Portland, Maine	134,625	72,673	9,141	13,400	7,896	-	-	31,515	147,476	82,917	1,001	17,570	11,081	-	-	34,907
Portsmouth, N.H.	3,069	145	2,941	-	-	-	-	-	6,820	11	5,809	-	-	-	-	-
Boston, Mass.	1,149,506	1,002,566	115,111	233,198	39,527	-	-	59,084	1,401,742	1,322,795	93,211	263,659	54,147	-	-	67,660
Fall River, Mass. 2/	39,611	7,071	10	31,509	1,221	-	-	-	27,797	13,170	-	14,075	552	-	-	-
Providence, R.I.	75,135	10,152	2,163	57,696	1,727	7	51	3,338	67,098	3,458	4,928	55,657	2,066	457	532	-
New London, Conn.	39,821	1,216	148	36,077	1,372	-	-	8	34,825	-	-	31,232	1,584	-	-	9
New Haven, Conn.	417,226	2,682	1,941	351,329	60,967	-	-	307	463,373	84,847	-	325,839	50,955	-	-	1,732
Bridgeport, Conn.	19,282	2,815	3,682	12,708	-	-	-	7	35,818	1,105	3,941	27,061	1,600	-	-	8
Albany, N.Y.	59,404	12,141	592	23,128	-	12,147	11,699	-	92,858	2,721	301	36,235	19,732	19,397	12,512	-
New York, N.Y. and N.J.	23,322,398	7,061,818	5,358,919	3,041,272	1,523,269	667,981	109,867	5,556,222	22,885,221	7,567,057	4,752,731	3,107,530	1,531,821	758,720	114,784	5,052,578
Trenton, N.J.	77	77	-	-	-	-	-	-	150	-	-	-	-	150	-	-
Camden, N.J.	72,128	15,711	5,267	17,065	2,708	1,167	210	-	84,376	57,590	1,829	19,137	405	250	5,165	-
Philadelphia, Pa.	3,203,249	1,380,051	681,038	525,321	400,631	119,419	96,353	352	3,131,914	1,556,308	581,183	523,158	339,158	42,368	86,944	2,527
Wilmington, Del.	221,633	34,133	4,310	12,740	863	142,827	9,760	-	770,964	164,523	15,007	14,834	439	568,531	5,650	-
Baltimore, Md.	6,555,517	1,270,093	1,681,636	785,213	1,236,268	304,217	748,456	402,574	5,530,820	1,173,738	1,103,652	914,514	1,099,253	214,681	593,915	396,840
Washington, D.C.	84,149	-	-	3,611	77,990	2,615	-	-	965	9	-	-	931	-	25	-
Alexandria, Va.	28,111	2,266	708	20,457	-	4,515	195	-	26,713	2,098	1	24,614	-	-	-	-
Norfolk, Va. 4/ 3/	1,959,597	219,999	565,918	266,048	57,328	705,040	111,030	1,234	1,949,477	322,980	481,109	292,614	36,340	705,699	108,329	2,379
Portsmouth, Va. 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	376,165	38,079	313,561	170	23,737	918	-	-	329,184	32,078	263,682	-	471	33,253	-	-
Hopewell, Va.	137,758	-	39,574	32,368	-	57,080	8,736	-	128,600	-	39,050	28,556	22,061	38,245	688	-
Richmond, Va.	50,529	40,979	3,079	-	-	5,120	1,351	-	59,200	49,300	7,508	-	-	2,392	-	-
SOUTH ATLANTIC																
Morehead City, N.C.	97,367	3,128	58,359	-	20,264	11,989	2,171	1,176	84,596	4,733	66,120	-	11,788	275	620	1,060
Wilmington, N.C.	273,345	130,105	72,218	42,559	11,724	11,184	5,255	-	247,991	135,665	57,464	36,953	3,065	12,728	2,116	-
Georgetown, S.C.	21,179	1,188	894	-	-	-	-	397	1,677	1,315	-	-	-	-	-	362
Port Royal, S.C. 2/	4,495	-	-	-	-	-	-	-	4,561	-	-	-	-	-	-	-
Charleston, S.C.	640,356	292,889	169,018	122,164	6,937	33,259	8,289	7,600	578,154	296,622	118,915	104,567	7,100	36,142	8,251	6,557
Savannah, Ga.	821,823	430,088	272,572	67,597	22,109	18,390	11,067	-	776,618	441,795	205,628	69,510	20,213	23,828	15,644	-
Brunswick, Ga.	133,840	1,189	15,278	13,340	1,197	14,137	88,251	3,648	93,975	-	1,136	78,340	827	11,939	1,111	5,520
Fernandina, Fla.	358	-	68	-	73	-	217	-	671	-	1	-	233	100	337	
Jacksonville, Fla.	714,623	268,707	52,744	132,255	177,180	80,255	2,525	957	556,396	305,127	62,361	43,518	71,687	67,324	5,808	551
Canaveral Harbor, Fla.	61,126	507	-	-	59,783	150	145	541	70,971	3,950	-	-	65,663	400	-	958
Fort Pierce, Fla.	1,790	1,380	-	-	-	121	40	249	12,312	-	1,118	-	-	319	10,147	728
Palm Beach, Fla.	343,336	176,939	101,915	-	-	770	210	1,502	421,916	222,184	206,443	-	-	1,287	412	1,590
Port Everglades, Fla.	151,173	121,396	11,170	16,030	-	58	1,509	1,010	201,111	169,704	1,655	15,656	200	1,566	8,783	350
Miami, Fla.	288,140	107,677	87,632	73,580	6,098	5,273	59	7,876	413,105	113,126	111,956	139,570	13,153	14,854	150	4,296
TOTALS	41,896,516	12,770,169	9,825,126	6,001,715	3,643,876	2,307,811	1,154,883	6,079,770	41,219,191	11,163,906	8,193,715	6,184,453	3,365,594	2,568,169	986,366	5,582,999

1/ Total not broken down by Waterborne Commerce 1960.

2/ Includes statistics for Tiverton Harbor, R.I.

3/ See Norfolk.

4/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

TABLE XXIX
UNITED STATES ATLANTIC COAST
WATERBORNE COMMERCE - ALL OTHER COMMODITIES
(Tons of 2,000 pounds)

PORTS	1960								1959							
	TOTAL	FOREIGN		DOMESTIC					TOTAL	FOREIGN		DOMESTIC				
				Coastwise		Internal		Local and Intraport				Coastwise		Internal		Local and Intraport
		Imports	Exports	Receipts	Shipments	Receipts	Shipments			Imports	Exports	Receipts	Shipments	Receipts	Shipments	
NORTH ATLANTIC:																
Searsport, Maine 2/	-	-	-	-	-	-	-	-	51,784	-	-	-	-	-	-	-
Portland, Maine	140,320	32,598	84,682	23,040	-	-	-	-	94,277	22,671	40,153	31,453	-	-	-	-
Portsmouth, N.H.	110,868	110,868	-	-	-	-	-	-	51,136	51,136	-	-	-	-	-	-
Boston, Mass.	1,069,631	315,787	512,095	215,829	21,970	-	-	950	846,719	176,505	297,997	228,662	26,485	-	-	117,070
Fall River, Mass. 2/	933,444	133,444	-	-	-	-	800,000	-	101,595	101,595	-	-	-	-	-	-
Providence, R.I.	305,887	59,000	107,367	53,092	86,428	-	-	-	260,911	65,758	82,652	31,394	83,107	-	-	-
New London, Conn.	118,126	87,128	-	-	2,847	-	-	28,151	57,667	53,866	-	-	3,801	-	-	-
New Haven, Conn.	241,620	77,993	-	54,187	104,257	-	-	5,183	179,237	2,350	-	66,724	108,531	-	-	1,632
Bridgeport, Conn.	278,128	160,149	108,823	8,678	-	-	-	88	268,938	168,645	16,842	49,971	4,380	-	-	-
Albany, N.Y.	489,716	168,291	195	169,802	4,200	104,225	43,003	-	411,439	152,567	3,980	110,442	-	-	90,593	23,857
New York, N.Y. and N.J.	18,197,792	2,504,818	1,558,173	8,833,797	198,727	3,786,359	299,992	1,315,926	19,145,791	2,875,419	1,139,088	8,888,136	222,371	4,588,686	217,669	1,211,422
Trenton, N.J.	23,126	23,126	-	-	-	-	-	-	4,031	4,031	-	-	-	-	-	-
Camden, N.J.	420,790	143,089	-	4,444	-	272,573	984	-	471,166	107,745	3,396	630	-	352,140	4,905	3,250
Philadelphia, Pa.	10,920,323	8,356,740	444,366	48,968	83,583	1,895,594	51,540	37,132	13,228,542	10,397,625	289,564	93,656	9,621	2,276,893	39,754	115,429
Wilmington, Del.	189,350	131,705	71,510	6,043	-	280,122	-	-	17,087	2	15,581	1,504	-	-	-	-
Baltimore, Md.	16,577,494	15,567,223	140,795	273,496	281,990	10,453	141,560	138,977	15,943,773	14,681,421	227,886	410,514	271,288	8,285	190,244	154,132
Washington, D.C.	981,190	-	-	-	-	975,205	5,985	-	761,826	-	-	-	-	759,515	2,311	-
Alexandria, Va.	38,064	10,344	-	-	-	27,720	-	-	40,083	8,279	1,700	-	-	29,112	992	-
Norfolk, Va. 3/	2,027,115	691,075	190,757	128,577	609	976,076	38,386	1,635	2,241,532	906,931	130,932	120,444	350	1,236,197	44,615	1,763
Portsmouth, Va. 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport News, Va.	1,818,766	1,703,971	12,756	-	-	102,036	-	-	1,740,810	1,615,042	752	-	6	123,820	1,190	-
Hopewell, Va.	358,300	25,223	9,766	-	-	194,900	128,411	-	386,377	45,259	-	15,722	-	229,500	95,896	-
Richmond, Va.	726,292	33,151	91,385	8,404	780	575,641	14,605	-	799,106	32,583	121,836	9,127	-	617,629	17,831	-
SOUTH ATLANTIC:																
Morehead City, N.C.	89,361	78,357	23	5,905	2,894	2,182	-	-	70,640	70,640	-	-	-	-	-	-
Wilmington, N.C.	544,512	183,020	148,978	166,800	36	45,708	-	-	505,978	206,506	81,426	177,206	1,764	39,086	-	-
Georgetown, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Port Royal, S.C.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charleston, S.C.	352,347	148,380	91,548	15,345	41	19,681	46,352	-	381,971	230,066	19,253	38,920	128	24,393	41,621	-
Savannah, Ga.	976,548	647,409	98,119	176,920	11,439	16,993	-	25,368	1,038,267	707,084	50,587	203,628	25,440	17,271	-	34,297
Brunswick, Ga.	142,371	124,411	-	-	2,020	15,940	-	-	202,278	184,878	-	-	-	17,400	-	-
Fernandina, Fla.	11,597	11,597	-	11,597	-	-	-	-	26,324	-	-	15,306	-	-	-	10,998
Jacksonville, Fla.	1,067,835	612,360	97,781	109,136	2,322	239,399	230	6,307	1,284,918	710,717	108,526	105,273	22,576	343,615	1,267	2,944
Canaveral Harbor, Fla.	21,759	3,405	-	11,877	-	1,600	-	1,877	31,013	7,605	-	17,340	-	-	-	6,068
Fort Pierce, Fla.	51,191	2,317	-	-	-	18,771	-	100	70,812	808	-	-	-	69,578	-	426
Palm Beach, Fla.	99,031	7,262	9,143	-	-	82,156	-	200	192,727	37,828	42,718	-	-	108,247	3,609	325
Port Everglades, Fla.	572,165	183,133	111,141	274,891	-	-	-	-	636,235	206,641	120,818	308,159	-	81	60	140
Miami, Fla.	467,141	5,815	11,507	41,619	256	111,185	137,615	176,084	581,110	6,891	9,610	30,360	159	107,930	177,719	248,441
TOTALS	61,281,580	32,634,168	3,921,580	10,644,917	810,399	9,817,815	1,711,693	1,737,978	62,335,086	33,839,063	2,865,317	10,981,261	780,313	11,040,871	862,140	1,911,934

1/ Not broken out (Total includes statistics for Tiverton Harbor, R.I.)

2/ See Norfolk.

3/ Total not broken down by Waterborne Commerce 1960.

4/ Includes statistics for Portsmouth and Chesapeake (formerly South Norfolk).

The ports on the Atlantic Coast are undergoing collectively an intensive development program. The projects involved are in various stages of development and range from those recently completed or under way to those contracted or planned for the future.

In order to hold or attract general and bulk cargoes, large expenditures are being made to provide modern and efficient marine terminal facilities, many of which are public terminals open to all shipping interests.

Efficient general cargo terminals are among the most important features of this vast port development program. Considerable emphasis is being placed on the planning of the precise requirements of efficient terminals of this type. Additionally, dry and liquid bulk cargo terminals are under construction to meet the demands of a diversified and growing industry.

In the ports along this Coast, public organizations and private industries realize that the older terminals - general cargo piers in particular - are no longer capable of giving quick, efficient service. The piers involved are generally outmoded, both functionally and structurally. The use of modern cargo-handling equipment, and the movement of containerized and palletized cargo on such piers is impracticable. Most of these piers have limited terminal space, inadequate pier aprons, and small transit sheds that are no longer functionally suitable. Unfavorable access to the piers by land carriers and inadequate terminal facilities to handle increasing truck traffic exist at the outmoded terminals.

Many port development programs are being accomplished by the purchase or lease and subsequent modernization and improvement of existing installations by local port authorities. Progress is also being made by the construction of new individual facilities replacing outmoded piers and by the construction of modern marine terminals at carefully selected new sites. These latter sites are on deep water with sufficient space to construct large terminals complete with multiple ship berths, supporting transit sheds of generous size and modern design, with wide roof column spacing, warehouses, open storage, cargo distribution buildings, and other supporting facilities. A generous amount of space is provided for parking and mobility as well as spacious connections for the various modes of surface transportation. Such terminals provide facilities for an efficient and modern wharf service necessary to permit the fastest possible turn-around time for vessels.

The stimulation for the current port modernization program arises from three basic influencing factors: (1) the increases occurring in the volume and varieties of cargoes handled; (2) the increased size and draft of ships required to carry such cargoes; and (3) the evolution in cargo-handling and transportation methods which has taken place or is in prospect for the future.

Today's general cargo terminal should be sufficiently flexible to adjust its operations and provide facilities and services for potential commerce. It should be free of limitations in order to serve modern cargo vessels, keep pace with the most modern mechanized ship loading methods including unitized cargo operations, and provide efficient rail and truck cargo-transfer systems. These factors have influenced the design of general cargo terminals in several of the

Atlantic Coast ports. The ship berths are longer; wharf aprons are either open or up to 50 feet in width; larger, modern transit sheds are being provided; and open cargo storage space is provided where none was provided before. A new container terminal provides ample marshalling space for trailer bodies (van containers) and cargo distribution buildings. Two-story transit sheds provide a combination of space for handling cargo as well as modern lounges for passengers, with space for cars and trucks inside the terminal. A number of port industries have prepared master development plans that often include completely segmented entities, permitting terminals to be built only as they are needed. Many projects that have been completed or are under way are a result of such plans.

Several outstanding examples of new ideas in design and engineering in these foresighted programs are worthy of mention. The new Lamberts Point Terminal at Norfolk, Va., provides a unique combination of hatch-skylights in the roof of the transit shed. These are designed to operate like a ship's hatch, permitting cargo containers to be lifted from a ship's hold directly into the shed. Two traveling, semiportal jib cranes for handling such cargo move freely along the sides and offshore end of the pier on tracks which curve around the corners of the offshore end and permit cranes to serve either side of the pier without blocking the shed doors used for conventional break-bulk cargo.

At the new Dundalk Marine Terminal in the port of Baltimore, Md., two transit sheds were built with translucent plastic panels under the roof eaves, and adjustable ramps were provided on inshore shed platforms for ease in handling cargo to and from trucks.

A specially designed bumper fender system has been installed at the new State Docks Terminal at Brunswick, Ga. As the heavy shock absorbers are compacted by the ship, they are cushioned by lateral timbers, thus, steadily easing the impact of the vessel. Also, at Brunswick, a portion of the new terminal area has been stabilized by means of accelerating the compression of fill which was accomplished by surcharging it with tons of soil prior to utilization. The preloading of the area with fill, waiting for settlement to take place, and then removing excess fill so that construction could proceed has also been successful for recovering soft marshland at other Atlantic Coast ports, principally New York. Sand drains are often used to accelerate soil compaction.

Following success in other ports, the conversion of Piers 38 and 40, South Wharves, Philadelphia, Pa., into a modern cargo terminal was successfully accomplished by filling the slip between the two piers. The narrow pier aprons, depressed tracks inside the transit sheds, and lack of truckloading facilities were not conducive to efficient terminal operation. After careful study and research, the slip-filling plan was adopted for the purpose of overcoming existing deficiencies.

The slip-filling concept included: (1) joining the two piers by a common substructure to provide an open area (115,000 sq.ft.) for truck and rail operation between the two piers; (2) Providing double-tracked pier aprons, 35 feet in width, on the upstream side of Pier 38 and the downstream side of Pier 40; (3) filling the existing depressed railroad tracks in the center of each pier shed which were then paved flush; (4) constructing platform-level truck and rail facilities along the interior side of each pier including new truckloading platform elevators; (5) installing new mercury-vapor lighting systems and sprinkler systems.

The large rectangular-shaped cargo terminal at 39th Street, Brooklyn, N.Y., was also designed for the greatest possible efficiency. It has accommodations for handling 90 trucks in loading positions at transit shed platforms, with a special truck court where 110 vehicles can wait their turn for cargo without interfering with other traffic. Seventy-five large, steel shed doors can be rolled up to provide easy access to the sheds. Four of the doors are 50 feet in width.

The roof and sides of the pier shed are paneled with durable, fireproof, translucent plastic material to permit daylight in the shed, thus eliminating the need for daytime artificial light. Fluorescent lights provide maximum illumination for night operation. The overhead clearance throughout the interior of the shed is 25 feet, providing room for cranes and forklift trucks to stack cargo to a significant height.

The pier has a 30-foot apron around its perimeter and is equipped with four water hydrants to permit ships to take on water without the hoses impeding the movement of cargo during watering operations.

In the design and construction of new general cargo terminals at Port Newark-Port Elizabeth, N.J., provisions have been made for so-called cargo distribution buildings. These buildings, located to the rear of the transit sheds, provide for a minimum handling operation between the two types of covered storage buildings. The cargo distribution buildings have wide bays, high ceilings, and heavy floor load capacities to permit high stacking. Truckloading facilities are on one side and rail facilities are on the other - both at platform height. The new type buildings behind the transit sheds have been designed to economically provide unit areas of about 26,000 square feet of usable floor area for cargo distribution purposes. This new terminal system offers a spacious hub where vessels, trucks, and rail cars meet, and insures fast and economical delivery of merchandise for distant as well as for local distribution.

A brief résumé of some of the more important building programs follows:

Portsmouth, N.H.

Construction of a new $800,000 marine terminal at Portsmouth will begin early in 1963. This terminal, located on Nobles Island in the Piscataqua River, is especially designed for handling containerized cargo as well as conventional general cargo. The first stage of construction will include a 450-foot wharf with 243,000 square feet of open space for receiving and storing containers and cargo. Space for two additional berths and a transit shed has been provided in the master plan.

Boston, Mass.

The Mystic Steamship Division of Eastern Gas and Fuel Associates has started construction of a liquid sulfur storage facility. The terminal will be one of three Atlantic Coast terminals for handling quantities of molten liquid sulfur by the Freeport Sulfur Company. It includes a 10,000-ton (1,500,000-gallon) heated storage tank, to be supplied by a special T-2 tanker carrying 16,100 tons of molten sulfur in five steam-heated tanks that keep the material at a temperature of about 300 degrees Fahrenheit.

In 1960, the rebuilding of a terminal for unloading, storing, and transshipping dry bulk cargoes was completed. This facility, also owned and operated by Eastern Gas and Fuel Associates, is equipped to handle such cargoes as coal, ores, and dry chemicals. The discharging equipment consists of an 8½-ton movable unloading tower coupled to a 1,700-foot belt conveyor system with two boom stackers which dump the material in storage areas at rates up to 1,000 tons an hour. The grab bucket dumps material into a bin in the tower structure which in turn automatically feeds the conveyor belt. It then moves the material to the storage areas. The material is piled by belt stackers which move on rails to distribute the material where desired. In addition, a cement plant is being planned at the Eastern Gas and Fuel Associates Industrial Park on the Mystic River.

New York, N.Y.

The past 13 years have seen great progress in the modernization and new construction of piers and ocean terminals in the port of New York. A program of port rehabilitation, underway since 1950, has proceeded with great strides. Modern marine terminals are being completed regularly, and the program is continuing at full speed.

The Port of New York Authority and the Department of Marine and Aviation of the City of New York are mainly responsible for the program. Since 1950, over $170 million has been expended in this effort.

At the end of 1959, $55,700,000 was invested in Port Newark, N.J., alone. The total cost, when the development is completed at Port Newark, has been estimated at $125 million. The program includes nine new berths, seven cargo distribution buildings, a 15-acre lumber terminal, a bulk wine terminal, and a fumigation plant. The latest project to be completed under this program is a $10 million four-berth general cargo terminal, and the newest project programmed is for the construction of two cargo distribution buildings providing 204,000 square feet of space at a cost of $957,971. The distribution buildings are single-story structures, each 640 feet long and 160 feet wide, and similar in design to existing Port Newark buildings.

Largest of the terminal developments underway by the Port of New York Authority are the Elizabeth-Port Authority Piers on Newark Bay in Elizabeth, N.J. It is being constructed at a total cost of $150 million. In January 1963, the first phase was near completion including five berths, two transit sheds, and eight cargo distribution buildings providing 884,000 square feet of space at a cost of $27 million. A new five-berth wharf costing $3,775,895 will be added in 1964. The total program will include 24 berths with modern transit sheds, and 5,000,000 square feet of distribution and cargo-handling space will be available in the upland. Each transit shed will be supported by some 30,000 square feet of open space which may be converted into a parking area for container vans.

When this shipping complex is in full operation, at least one-half of the cargo is expected to be moved by containers. Five berths are being designed exclusively for container cargo, but the conventional general cargo berths will be readily adaptable for container use.

To ensure the accommodation of the containership of the future, vessel berths are approximately 640 feet in length compared to 600 feet in Port Newark. The Port Elizabeth channel will be 800 feet wide compared to the 685-foot-wide channel at Port Newark.

The construction of the Brooklyn-Port Authority Piers covers a considerable area of the Brooklyn waterfront. This approximately $90 million project, to be completed in 1963, provides for 25 obsolete piers to be replaced by 11 large modern terminals, plus one pier to be rehabilitated. Forty-nine acres are being paved to accommodate cargoes and to handle up to three thousand trucks a day which will comprise the cargo traffic for this development.

Pier Nos. 1, 2, and 3 in the Fulton Terminal section, Pier Nos. 6, 7, and 8 in the Baltic Terminal section, and Pier Nos. 10 and 11 in the Atlantic Basin have already been built. As an illustration of the design of these piers, the new $5,213,000 two-berth Pier No. 8 is 680 feet long on the south side, 1,000 feet long on the north side, 320 feet wide and with 30-foot aprons. The 176,000-square-foot transit shed has space for 14 trucks at platform level at its inshore end.

Pier No. 5 has recently been authorized for construction. The pier will be built at the foot of Joralemon Street in the Fulton Terminal area. It is to be ready for occupancy in the fall of 1963. The structure will be 375 feet wide, 650 feet long on the north side, 625 feet long on the south side, and with 180,000 square feet of shedded space. To facilitate truck service, it will have an upland area of 158,000 square feet. Also rapid progress is being made toward completion of Piers 9-A and 9-B located in the Baltic Terminal section.

In 1957, the Department of Marine and Aviation embarked on an extensive program on Manhattan's North and East Rivers and the Brooklyn waterfront at a cost of $200 million. The program is well over the halfway mark. The budget for 1962 was over $69 million, in which great progress in the Department's waterfront rebuilding program was reflected.

The $2,040,000 Baltimore and Ohio Railroad waterfront terminal at Pier No. 63, North River, Manhattan; a $3,600,000 pier at 35th Street in Brooklyn; a $6,750,000 pier at 23rd Street in Gowanus Creek, Brooklyn; a $1,815,000 marine terminal modernization improvement program, including the addition of an upland cargo shed, at 29th Street in Brooklyn; a $10,600,000 four-berth terminal at 39th Street in Brooklyn; and a four-berth freight and passenger ship terminal at West Houston Street on the North River in Manhattan have recently been placed in service.

Of special merit, is the rectangular-shaped, four-berth terminal in Brooklyn extending from 36th Street to 39th Street. It extends 1,060 feet into the Upper Bay and has accommodations for handling 90 trucks in loading positions at transit shed platforms with parking facilities in a special central truck court where another 110-vehicles can wait their turn for cargo without interfering with street traffic. What appears to be three transit sheds joined together and bordering the north, west (offshore), and south sides of the terminal, in reality form one large U-shaped building whose inner perimeter encloses a central truck court.

The steel-and-concrete installation has transformed the area once occupied by the 39th Street Ferry Terminal into a modern cargo terminal. The pier and truck court were built over solid fill instead of being supported by wood and steel piling.

Recently completed is the new four-berth $19 million Pier 40 on the North River in Manhattan. It is a square-shaped cargo and passenger terminal with a center truck court and extensive roof-top parking facilities on the two-story transit sheds. The terminal, supplanting five old piers, provides for separation of cargo and passenger operations. The lower deck will be used for cargo exclusively. Trucks will enter the court and be served by 125 platform-level loading stations, thus relieving congestion along the marginal street. A lounge for passengers and storage space for passenger automobiles are available on the second deck and on the roof. The second deck and roof parking area is reached via a two-lane ramp from the street.

An important feature of the pier's design is the building of the entire facility toward the river without the encroachment of the bulkhead structure inshore of the bulkhead line.

Another facility under way on the North River in Manhattan is new Pier 94. When this $5,500,000 general cargo terminal is completed, it will be 775 feet long and 150 feet wide. It adjoins and will be linked with Pier 92 by a bulkhead cargo shed. At least 30 trucks will be handled at a time.

The latest program is a $35 million plan for redeveloping the city-owned waterfront in Stapleton, Staten Island, N.Y. It calls for the replacement of nine old piers by two modern wharf terminals especially suited for containership operations. In addition, two existing piers, Nos. 12 and 13, will be shortened and modernized. Structures south of these piers will be removed to provide for a 1,100-foot-long wharf terminal with approximately 24 acres of supporting land. The wharves will be used alternatively either for handling traditional type general cargo or for conducting container operations.

Chelsea Piers 59, 60, 61, and 62, located between West 19th Street and West 22nd Street in Manhattan, are undergoing extensive modernization at an estimated cost of $11 million. Twenty-foot aprons will be built on the north and south sides of Piers 59, 60, and 61. In addition to the existing two-story transit sheds, one-story bulkhead sheds 140 feet wide with continuous truck access doors will be constructed between these piers.

A feature of the Chelsea project will be the adoption of Pier 62 for handling containerized cargo. The existing transit shed on Pier 62 will be removed, the outer end of the pier widened, and a concrete deck placed on the resulting 680- by 140-foot open pier area. The bulkhead shed will remain.

In the same area, a new Pier 76 will replace Piers 75 and 77. It will be a modern two-berth, one-story shedded pier, 635 feet long by 300 feet wide, with a 92-foot-wide bulkhead platform extending 615 feet along the bulkhead. The bulkhead supports a one-story bulkhead shed 615 feet long by 72 feet wide. A 20-foot apron is provided on both sides of the pier and on the water side of the bulkhead shed. The pier shed will be 260 feet in width. A marginal area, 615 feet in length and 178 feet in depth, to 12th Avenue will be included in the design. Construction is estimated to cost $8,500,000 and is expected to be completed in 1963.

Engineering studies have been made for planning the future development of other vital waterfront sections under the jurisdiction of the Department of Marine and Aviation.

A multimillion-dollar ocean terminal, to be built just north of the Government pier at Bayonne, N.J., will be one of the few marine terminal projects to be undertaken by private interests in the port of New York in recent years. The site of the proposed general cargo facility is a 217-acre tract leased from the city of Bayonne. The construction of the terminal will consist of a sheet pile bulkhead with a concrete apron.

Albany, N.Y.

Plans to construct a $64 million cement mill at Ravena, N.Y., 12 miles south of Albany, are being made jointly by Cerro Corporation and Newmont Mining Corporation. The initial designed capacity is 10,000,000 barrels per year. A loading station for oceangoing vessels will be provided on the Hudson River.

Philadelphia, Pa.

A long-range modernization program has been undertaken by the city of Philadelphia resulting in extensive pier improvements. Modern design, offering direct interchange between land and water carriers, is the keynote of the program for the municipal piers.

The master plan for the development and beautification of the waterfront extends southward from the Benjamin Franklin Bridge to approximately Kenilworth Street, where the present facilities are largely outmoded with respect to cargo-handling operations. According to the plan, the project will be completed in 15 years and will include a port tower, a recreation area, and the remodeling of Pier No. 4 to accommodate cruise passengers. The tower, a 25-story port office building, will house shipping companies, freight forwarders, custom brokers, and many marine services. At nearby Dock Street, there will be a boat basin, boat sales, and display space, as well as an exhibit of historic vessels. The boat basin will be limited to large inboard rivercraft. In the block from Chestnut to Walnut Streets, a museum will be designed to stress the close historic, geographic, and scientific relationship between Philadelphia and the Delaware River.

This project will focus attention on the waterborne commerce of the port as well as to provide a central location for firms and agencies engaged in maritime activities.

A new $4 million general cargo terminal is being planned at Port Richmond. The new terminal will be built on a 15-acre site at Allegheny Avenue and will include berthing space for three ships and two transit sheds.

As previously mentioned, Piers 38 and 40, South Wharves, have been converted into a single modern general cargo terminal. The cost of converting the two piers was $2,337,000. The slip between the two piers was filled and reinforced by a concrete deck which permits platform loading and unloading operations for truck and rail carriers. The new berthing facilities can accommodate three oceangoing vessels.

The Philadelphia City Planning Commission is in the process of purchasing general cargo Piers 96, 98, and 100, South Wharves, from the Federal Government.

These piers constitute the former World War I Philadelphia Army Base Terminal and occupy a site of about 73 acres. They will be rehabilitated to provide a total of six 600-foot berths with covered storage facilities and open areas for storage, parking, and truck circulation. The work is being planned in two stages in order not to disrupt the present cargo-handling activities at the piers.

As a part of a long-range port development program in South Philadelphia, a $20 million Packer Avenue Marine Terminal is being planned just below the Walt Whitman Bridge. It is to be started in 1963 and will provide space for berthing five ships. In addition to three large transit sheds, construction plans include two warehouses and a cold storage plant. The terminal will be fully equipped for handling container cargoes in the form of trailer vans.

Baltimore, Md.

The Maryland Port Authority recently erected two transit sheds at the new 360-acre Dundalk Marine Terminal. The development of this five-berth terminal represents an investment of more than $12 million. The two 100,000-square-foot cargo-handling sheds, at berths 2, 3, and 4 are built of protected metal siding with concrete floors and translucent plastic panels under the roof eaves. A 20-foot truckloading platform with adjustable truck ramps is provided at the rear of the sheds. Rail tracks are also adjacent to the sheds. A 52-rail car holding yard and a water tower are being constructed.

In addition to handling general cargo, the Dundalk Marine Terminal is used as a foreign car importation center and will, in the near future, begin handling shipments of molasses at the new bulk liquid terminal under construction. Also, a new berth for lumber import operation has recently been approved.

The bulk liquid terminal, to be operated by the Pacific Molasses Company, will include two 2,000,000-gallon storage tanks and two 170,000-gallon mixing tanks along with warehouses, scale house, and other facilities necessary for the storage and minor processing of the product.

Molasses will be discharged from the berth through a pipeline running 2,600 feet from the bulkhead to the tank storage area. The pipeline is being enclosed in one of two underground tunnels installed at the terminal.

As the next step in its port modernization program, the Maryland Port Authority plans to renovate the general cargo piers owned and operated by the Baltimore and Ohio Railroad, and the Pennsylvania Railroad. Reconstruction of these industrialized waterfront areas will begin on completion of negotiations between the Maryland Port Authority and the railroad companies involved.

The city of Baltimore is also engaged in a project that will renew the older inner harbor area. This location is under consideration for revitalization as a civic area, including an International House, pleasure boat marina, outdoor amphitheater, and panoramic restaurant overlooking the water.

In addition to the publicly-sponsored port development programs, private operators are involved in plans for improving and expanding their own facilities. Rukert Terminals, Inc., is in the midst of a $1 million enlargement of its Lazaretto Point cargo piers. The Shipbuilding Division of Bethlehem Steel Company is preparing to install a new 22,000-ton drydock to replace an existing

9,000-ton dock. The United States Gypsum Company is building a multimillion-dollar pier and processing plant at Curtis Creek on the south side of the port of Baltimore for the importation of gypsum rock.

The Atlantic Cement Company, Inc., plans to construct a terminal for the receipt of dry cement for distribution in the Middle Atlantic area. The 10-acre site selected is on the east bank of Curtis Creek, downstream from the Pennington Avenue Bridge. The new installation will include a pier and sixteen 190-foot-high storage silos. The dry cement will be moved to the silos by means of pneumatic tubes, a process similar to that used for unloading grain.

Hampton Roads, Va.

As the result of a $26.9 million bond issue for port development by the Virginia State Ports Authority, the construction of a new $15 million general cargo terminal at Norfolk's Lamberts Point is well under way. Work on the new 1,200- by 400-foot Norfolk terminal is to be completed by the end of 1963. Lamberts Point construction, in addition to the pier, will include two 120- by 730-foot transit sheds with loading platforms for trucks and for railroad cars. The Norfolk and Western Railway's yard will be enlarged to include tracks connecting with the pier, two new warehouses, a cold storage plant, and a proposed new carfloat bridge. Similar development plans are under consideration in Portsmouth and Newport News, Va.

When completed, the refrigerated warehouse will provide a cold storage capacity of 100,000 cubic feet, and the two warehouses will each be 750 feet by 120 feet in size, with a tailgate-level truck platform on one side and a car-level rail platform on the other.

The Lamberts Point Terminal is a composite of new ideas, such as the design of combination hatch-skylights in the roof of the pier's 360,000-square-foot transit shed. The hatch-skylights will open like a ship's hatch to allow containerized cargo to be lifted from a ship's hold directly into the shed by means of traveling cranes on the pier aprons.

Two 15-ton, traveling, semiportal jib cranes for handling such cargo move freely on crane tracks along the sides and offshore end of the pier. The outboard legs of the semiarched crane bases are mounted on a flush surface rail (at deck level) which curves around the corners of the offshore end of the pier, and likewise the inboard parts of the crane bases are mounted on an elevated rail (just above roof level) which curves around the offshore corners of the shed roof. This arrangement allows both sides and the offshore end of the pier to be served by one or both cranes without blocking the transit shed doors when used for conventional break-bulk cargo. This will permit the cranes to move freely to either side of the pier.

The coal-handling transshipment capacity at Hampton Roads is in the process of being increased. The Norfolk and Western Railway has a $25 million coal pier under construction. The pier will have two traveling shiploaders which will enable two ships to load simultaneously at a rate of 10,000 tons per hour per ship or to concentrate both loaders on a single vessel with a maximum loading capacity of 20,000 tons per hour.

The Chesapeake & Ohio Railway is redesigning Coal Pier 14 at Newport News. The alterations will expedite the loading of large coal-carrying vessels taking 45,000 tons or more. Vessels will load and replenish their fuel, water, and supplies in about 8½ hours.

The Atlantic Cement Company, Inc., is constructing a wharf and sixteen 190-foot-high storage silos on a 9-acre site at Money Point in South Norfolk. The operation, similar to Baltimore, will involve the pumping of dry cement to the silos from 10,000- to 15,000-ton oceangoing barges for transshipment in bulk by rail cars and trucks.

In addition, the Gulf Oil Company recently completed a $130,000 docking facility, and the Tidewater Oil Company placed in operation a new 102,000-barrel bulk petroleum terminal. These facilities are at Money Point on the South Bank of the Elizabeth River.

Wilmington/Morehead City, N.C.

The North Carolina State Ports Authority has announced plans for another expansion of its port facilities at Wilmington and Morehead City. It is anticipated that $8,500,000 would be spent at Wilmington for a 1,200-foot extension of the wharf and for the construction of two more transit sheds, a warehouse, and new rail facilities.

A similar extension of the wharf would be made at Morehead City, where $5 million would be spent for new facilities. In addition to the extension of the wharf, four warehouses, and rail facilities would be constructed. A definite trend toward specialized facilities at Morehead City has materialized wherein large tonnages of liquid and dry bulk cargoes are handled. For instance, the Carolina Grain Corporation has recently erected its fifth grain storage tank.

The North Carolina State Ports Authority has leased the remainder of the Maritime Administration's Wilmington Reserve Shipyard, which consists of a total of 169 acres. The additional property will be used for the development of the above-mentioned modern port facilities.

In Wilmington, a new $500,000 liquid bulk chemical plant has recently been placed in operation on the property of the North Carolina State Ports Authority. The new T-head pier and liquid bulk storage installation, operated for Diamond Alkali by the Wilmington Chemical Terminal, Inc., is used for the handling of caustic soda and other commercial chemicals and liquids. The terminal supplies these vital materials to the textile, pulp and paper, food processing, and chemical industries by barge, rail, and truck.

Charleston, S.C.

The latest construction projects, under the $22 million South Carolina State Ports Authority port development program at Charleston, are in various stages of development. As a part of this program, a 320,000-cubic-foot cold storage plant has recently been completed. It is located next to State Pier 15 at the North Charleston Terminals. The plant handles, principally, perishable meat and poultry. Also, included in the project is a 64,000-square-foot warehouse for general cargo and storage. The warehouse adjoins the cold storage plant.

A new $2 million bulk grain facility completed in 1962 is located at Pier 15. The 640,000-bushel elevator has four bucket elevators, each approximately 200 feet high and each capable of receiving 10,000 to 25,000 bushels of grain per hour. Other mechanical equipment includes a 380-foot-long loading gallery, with a 42-inch-wide conveyor belt feeding five spouts for loading grain aboard ship, a rail car dumper, a truck dumper, and two 25,000-bushel per hour scales.

A $1,138,000 project at Union Pier in downtown Charleston includes a new 27,800-square-foot warehouse, additional transit shed space and a new 1,050-foot-long pier. The pier, transit shed, and warehouse were recently placed in operation. Between the two transit sheds on Union Pier, a track well with two depressed railroad tracks has been covered with a new roof. The inside walls of the transit sheds, next to the track well, were removed as part of the project to form one large transit shed.

In addition, plans are being made to extend State Pier 8 and the Columbus Street Terminal. Open and covered storage areas will be provided.

Georgetown, S.C.

Construction is well underway on a bulk oil storage facility being built at State Pier 31 in Georgetown. The tank farm is located on a 9.4-acre tract between the South Carolina State Ports Authority wharf (State Pier 31) and the International Paper Company's wharf. Pipelines will connect the storage tanks to State Pier 31, where tankers will discharge oil. The tanks, with a capacity of 78,500 barrels each, will be 100 feet wide and 56 feet high. A 6-foot earthen firewall will enclose the area.

Savannah/Brunswick, Ga.

The Georgia Ports Authority began construction of new berths and other wharf facilities at Savannah and Brunswick in February 1962, under a $9.5 million revenue bond issue.

At Savannah, berths 13, 14, and 15 were recently added to the existing five berths at the Ocean Terminal. Two transit sheds and two heavy-lift cranes were completed early in 1963. The total construction cost was $3,750,000. The Ocean Terminal has a 1,174-foot continuous wharf with a reinforced concrete deck on precast concrete pile construction. At the Garden City Terminal, an 800,000-square-foot cold storage plant will be constructed for shippers of poultry and meat.

Construction has been completed on the $4,500,000 addition to the Garden City Terminal which gives Savannah three additional berths and supporting transit sheds. In addition, two gantry cranes are being erected at a cost of $360,000 to serve the new berths.

Also at Savannah, the Texas Gulf Sulphur Company will erect a $400,000 facility to handle molten sulfur. The plant will be located at the Atlantic Coast Line Railroad terminal, just west of the Southern States Phosphate & Fertilizer Company plant. An estimated 50,000 to 75,000 long tons of molten sulfur will be handled annually. It will be distributed by special tank trucks and rail cars.

The American Cyanamid Company arranged with the Georgia Ports Authority for the construction of a storage facility at the Garden City Terminal in Savannah at a cost of $250,000. The facility, recently completed, is being used for the storage of molten sulfur.

At the privately-owned Stevens Terminals on Hutchinson Island in Savannah, improvements have been made to diversify the port's facilities for handling bulk cargoes to include such cargoes as clay and grain. In addition, a cement storage facility will be built by the Atlantic Cement Company, Inc., on 10 acres of land between the Talmadge Bridge and the Gulf Oil Corporation's petroleum storage tanks on the south side of Hutchinson Island. Plans call for a structure 200 feet high with 16 concrete silos, each having an inside diameter of 21 feet.

Brunswick is also scheduled to add a new 540-foot berth and a 42,500-square-foot transit shed to the existing 560-foot Brunswick State Dock. The new wharf features a 52-foot apron with double marginal rail tracks. The new construction, costing $1,500,000, is scheduled to be completed in early 1963.

The development of Colonels Island into a 10,000-acre deepwater industrial site is another planned program which will have a far-reaching effect on the growth of Brunswick. It will provide large areas for the future location of port-oriented industries requiring deepwater facilities. A 388-acre site known as the Whitehall Plantation at Savannah had previously been acquired for the same purpose.

Jacksonville, Fla.

The development of additional general cargo terminals at Jacksonville is expected in the future. The waterfront area under consideration begins at the Municipal Docks and extends to the Commodores Point Terminal, which is operated by the Strachan Shipping Company. Through the construction of a continuous bulkhead, this area is expected to provide adequate general cargo terminal capacity for future needs.

The Duval County Port and Industrial Authority has recently acquired the Blount Island tract for future maritime activities and industrial development. The plans for development of the tract include a bridge and causeway for rail and highway transportation and a graving dock large enough to accommodate the largest aircraft carriers afloat as well as large passenger ships, tankers, and ore carriers. A 170-acre site on the mainland opposite Blount Island will be a part of the port and industrial development program. Early cost estimates to prepare the land for use are nearly $11 million.

Other major developments, either under way or planned, include the expansion of the United States Gypsum Company plant, construction of the Frontier Oil Refinery in the North Shore Area, construction of a cement distribution facility by the Universal Atlas Cement Company, and the construction of the Erie & St. Lawrence Terminal.

Fort Pierce, Fla.

The Fort Pierce Port Authority is planning for the development of a new terminal on Taylor Creek from which the Howse Steamship Agency will handle

shipping operations to the Bahama Islands. In addition to the new cargo terminal, a floating drydock capable of handling a vessel up to 300 feet in length will be constructed as well as a 40,000-square-foot warehouse.

Palm Beach, Fla.

At Palm Beach, the port officials are considering the acquisition of additional land adjacent to the present port property. The port officials plan to construct additional port facilities and provide space for industrial development.

Port Everglades, Fla.

The Broward County Port Authority has recently expended $744,000 for grading and bulkheading 1,475 feet of berthing space at Pier 3, paving Pier 2, and bulkheading 560 feet of berthing space for tugs at Pier 6. In addition, a new $450,000 combination transit shed and passenger terminal at Pier 3 has been placed in operation to handle the increased volume of cargo and passenger traffic during the winter season. Also, Texaco, Inc., recently constructed a $500,000 marine oil terminal. The three 54,000-barrel storage tanks are on company-owned land.

Long-range plans call for development of Port Everglades southward from the existing facilities. The development of additional ship berths will require a considerable amount of dredging and bulkheading southward from Pier 5. The overall port expansion program will provide a total of 40 berthing spaces. This will include 6 additional piers and 15 new warehouses at a cost of several million dollars.

Miami, Fla.

A $20 million port construction program in Biscayne Bay was started in 1960, and work is expected to be completed in 1965. The terminal will begin open storage cargo operations in 1963, with an increase in operations at the new facilities as they are completed.

The new port is being constructed on the westerly island of the two Dodge Islands which lie to the south of MacArthur Causeway. The island is being bulkheaded and filled to provide a rectangular terminal of about 186 acres. The terminal island, located 2,500 feet southeast of the present cargo terminals, will be 8,500 feet long. The north side will abut the existing 32-foot channel. Another channel, 20 feet deep, will be dredged from the main channel to the south side of the island to provide berthage for vessels of moderately shallow draft.

A causeway from the mainland will handle rail and truck traffic to and from the terminal. The provision of a planned railroad classification yard on the island will eliminate traffic congestion on the mainland.

There will be 8,500 linear feet of berthing space, with a depth of 32 feet alongside; a passenger terminal with a capacity for about 2,000 persons; 600,000 square feet of transit shed space; 100,000 square feet of warehouse space; 250,000 cubic feet of refrigerated space; and administration buildings, a seaplane base, a heliport, and a drydock area. Upon completion of the new port, the present cargo terminal area will be cleared, and the slips filled to ground level to provide space for modern office buildings.

A resume of a recent survey by the Port of New York Authority of port improvements in the United States indicates that during the period January 1, 1946 to June 30, 1960, the total port development expenditures on the Atlantic Coast of the United States amounted to $564.5 million, of which $503.7 million was expended in North Atlantic Coast ports and $60.8 million in South Atlantic Coast ports. The average annual rate of expenditures for the years 1958 to 1960 amounted to $51.1 million in ports of the North Atlantic and $9.3 million in ports of the South Atlantic. The categories of expenditures involved were "New Construction" and "Modernization/Rehabilitation" of general cargo and specialized facilities.

The results of this survey and the recent completion or initiation of many construction projects during 1961 and 1962 illustrate that the port industry is carrying out an energetic program of modernization and expansion to meet the demands of a growing national economy. It is noteworthy that local plans for long-range development in ports of the Atlantic Coast area indicate this program of expansion and modernization will continue vigorously into the future.

TECHNICAL STUDIES AND RESEARCH PROGRAMS AFFECTING THE PORT INDUSTRY

In almost every field of transportation both government and industry, on the national as well as the international level, are intensifying their efforts in the development of technical studies and research programs related to the port industry. New ways of propulsion; new designs for reducing friction and increasing efficiency; and new methods of handling, stowing, and packaging of cargoes are some of the subjects being programmed, developed, and tested for their practical application. These are the result of previous programs developed for the purpose of improving the various aspects of the maritime activities affecting the port industry.

Economic growth throughout the ages has been paced by new developments in transportation. From the ships of the Phoenicians and the roads of the Romans to the jet aircraft of today, interest in achieving better transportation has required leadership from government and industry alike. During the past four decades progress has been made on the part of many governments in an effort to find solutions to transportation problems which extend beyond the boundaries of individual nations.

Since transportation is so vital a part of the economic life at the State, National, and international level, the responsibility of government and industry in transportation development has become increasingly important.

In the past, economic demands for better transportation have been met by the provision of canals, clipper ships, railroads, and steamships. In the present economic situation, ways and means of improving the ports and their operations have an even more vital place. Studies directed toward increasing efficiency in the ports have a dual role to perform by revealing potential technical improvements and by producing evidence of economic advances. Hence, a comprehensive port improvement program must have both economic and technical phases related to terminals, cargo operations, and ships.

Historically it has been found that the answer to the problems of improving transportation of general and bulk cargoes does not necessarily lie in the construction of larger and faster ships, but co-equally involves consideration of improving systems for the distribution of bulk and general commodities including manufactured or processed goods, in which the whole transportation industry plays such an important role. This broader problem embraces the consideration of the form in which goods are shipped; the functional components of marine terminals; the organization and productivity of work in the ports; the land transportation methods; the provision of adequate channels; and even the paperwork involved in the ordering, shipping, storing, and clearing of goods through the port.

Although economics is the basis for seeking to improve port operations, there are different approaches through which improvement planning may be initiated. An efficient developmental program requires cooperative efforts by those elements of government and industry concerned with the role of the port in the solution of maritime transportation problems.

Progress in the physical development of terminals and related facilities is reflected in the chapter on "Port Development." It demonstrates that progress

is being made in the physical improvement of our harbors and port facilities, and that a common desire exists in the port industry to improve methods of exchanging goods and technical knowledge.

While the physical development of our ports is of the utmost importance, there are other subjects of equal importance to the port industry. Those in the process of undergoing extensive study include an analysis of various alternatives to conventional river and harbor improvements for the accommodation of supertankers; provision of improved criteria on port construction; an evaluation of the factors affecting the turnaround of ships in ports and methods of improving the productiveness of stevedoring work; and an analysis directed toward the provision of a more economical and efficient integrated transportation system. In addition, there are experimentations which encompass nuclear-powered ships, hydrofoils, ground effect machines, and advanced forms of jet propulsion.

Some of the above-mentioned programs have progressed sufficiently to indicate a promise of fruitful results and are worthy of further discussion.

Alternatives to River and Harbor Improvements

The increasing size and draft of supertankers and to some extent dry bulk carriers, emerging on the seas in increasing numbers, present costly and difficult problems of developing and maintaining harbors and approach channels.

As vessel trends challenge the potential physical and economical capabilities of harbors for further improvements, close coordination is required between the Federal Government and the maritime industry to keep a balance between the economics of harbor development and of vessel construction in the national interest. Accordingly, a special activity has been established to investigate present and future waterway requirements and possible alternative measures in lieu of special channel improvements.

In determining the justification of channel deepening to accommodate supertankers and large dry bulk carriers, other economic alternatives will be studied in order to determine what steps might be taken in the interest of economy. These measures would include studies of offshore bulk (liquid and dry) loading and unloading systems, pipeline transportation, lightering operations, relocation of existing facilities or the location of future facilities requiring deepwater nearer to the ocean outlet.

In order to make an analysis of the various alternative means of accommodating supertankers and - to some extent - large dry bulk carriers, the Federal Government has formed a special "Deep-Draft Navigation Committee" which will work with a similar committee formed by the maritime industry. The two committees jointly have prepared a questionnaire which has been sent to operators of bulk carriers at three representative port complexes - Delaware River, Galveston-Houston, and San Francisco Bay. The purpose of the questionnaire is to develop information that will permit a technical as well as an economic analysis of the various alternatives to further channel improvement. From these activities should come a basis for determining a general policy as to the necessity of deepening harbors of the United States to accommodate superbulk carriers of the future.

Manual on Port Construction

A "Manual on Port Construction" is being prepared by the American Association of Port Authorities and is expected to be completed in 1963. It is considered that this manual will fill a longstanding need of planners and designers in the field of port marine facilities.

The work was initiated in 1961, in an effort to publish one source that would contain considerable basic authoritative material, which is essential for efficient and economical functional and engineering design of modern marine terminal installations. The contents were chosen with a view toward presenting the problems of marine terminal development in their broadest aspects, and then to focus specifically on those items which have the greatest effect on the economics and efficient operation of the terminal. The work is intended to serve both as a primer for an introduction to the problems involved and as a reference for aid in solving these problems, particularly those likely to be encountered in terminals which handle general cargo.

Evaluation of Factors Affecting Ship Delays

The Federal Government is continuing its long-range transportation systems research activities in order to identify critical areas leading to improvement in system elements for the movement of general cargo. As a result, a number of studies of cargo shiploading and unitized cargo operations has been developed and published by the Maritime Cargo Transportation Conference of the National Academy of Sciences with financial assistance from the Federal Government. One of the major studies undertaken is "The San Francisco Port Study," which includes the factors affecting the turnaround of general cargo ships in the San Francisco Bay Area.

This study was made with the generous cooperation of labor and management. It explores not only the productivity of typical port operations but the productivity of various improvements. The basic objective was to develop a wealth of data and provide facts and analyses to labor, management, and the Federal Government to assist in finding solutions to relevant port problems. The study was also intended as a pilot venture that would be applicable and useful to all ports.

Integrated Transportation System Analysis

The need for planning toward an integrated transportation system has been accelerated by the increased awareness on the part of the Federal Government, as well as every major steamship, railroad and truck operator in the United States, of the potential advantages to be gained through coordinated interchange between different transportation media.

Recognizing the need for an integrated transportation system, the Maritime Administration is engaged in a program directed toward a more efficient system of distribution, where each carrier would perform that part of the handling and transporting of materials for which he is best suited. The scope of the work undertaken by the Maritime Administration encompasses an operations analysis of the waterborne transportation system. It is divided into three segments, namely, selected trade route studies, merchant fleet operation simulation, and trade and environmental studies.

The current program is directed toward the carrying out of an operations analysis of National and international maritime transportation and immediately related inland transportation systems to determine the most practical means of affecting improvements in the United States maritime transportation systems. The development of the overall methods, by which goals are achieved, will be instrumental in evaluating the environmental factors in which new systems must operate, as well as to reveal potential improvements and to produce areas for desirable economic advances to guide Government and industry.

As a result of the study developed thus far, attention has been directed toward such factors as the interrelation between ship design and ports; the port as a cost barrier; the employment of containers to reduce costs and improve service; the load center concept; the economic considerations of American and foreign flag vessels; and a port's captive trade. The study will evaluate these considerations and offer possible solutions.

In addition, other related objects of study are also continuing on a broad scale. These relate to matters and methods of doing business in our ports and terminals for expediting the flow of commerce, and include the following: simplification of documentary requirements; port safety; unitized cargoes; streamlining customs procedures; standardization of pallets and cargo containers; new uses of containerization; and establishing uniform rules, charges, and classifications.

In the field of technical vessel research, studies on ship mechanization are under way, and the examination of new forms and types of ocean transportation is continuing. An experimental oceangoing hydrofoil ship is being readied for operational testing. While the concept of hydrofoils is not new, the full potentialities of this type of ship have not heretofore been fully explored. After the ship has been adequately tested, an economic study will be made to select and analyze potential trade routes which may be commercially profitable for operators as well as to identify areas in which hydrofoil operations might make a significant contribution to the maritime transportation system. This experimental hydrofoil may prove to be the forerunner of other hydrofoils which can be economically adopted for specific services. The results of these tests may indicate whether a change is needed in terminal design as well as in the type of port services that may be required.

Another type ship which has a possible potential is the levitated craft, also known as a ground effects machine. It will skim several feet over the water, thus eliminating water resistance. It can be operated over the water or on the beach, if desired, and thereby provide great flexibility in cargo movements. Its development may be of great interest to those concerned with congested terminals. The present work on the levitated craft involves the development of preliminary designs and the testing of systems and components preparatory to later engineering and fabrication.

The most progressive venture into the field of ship propulsion is in the field of atomic power. A carefully documented study on the performance of experimental atomic-powered surface ships, may indicate potentialities for supertankers and large dry bulk carriers as well as general cargo vessels, thus indicating what port facilities and services may be needed in the future for accommodating and servicing these vessels. Present plans should be to operate the first atomic-powered ships as floating laboratories in order to advance the art of nuclear-ship propulsion and to study their performance capabilities.

A great deal of technical, economic, and administrative information will be gained from the design and operation of these experimental ships, which will serve as a guide in the development of more advanced nuclear and conventional ships and the type of port facilities required to serve them. The prospect of a numerous fleet of nuclear-powered vessels on the seaways of the world has caused much thought and consultation among the maritime nations.

In view of the intensive knowledge required for cargo handling, operating, and servicing nuclear ships, the Federal and State Governments, foreign governments, and the maritime industry are in the process of defining nuclear-ship operations policy and requirements in preparation for the future. Initially, it has generally been concluded that: (1) nuclear merchant ships should be designed, constructed, and operated in accordance with certain rules; (2) entry into ports should be subject to the permission of the host governments and local port authorities concerned; (3) plans should be developed to handle any radiation hazards which might arise; and (4) radioactive wastes should be discharged from nuclear ships in accordance with strict regulations.

For example, the State of New York has recently prepared a study on the subject of defining nuclear ships' safety and port requirements. A resume of the principal subjects covered is as follows:

Radioactive Shipment Projections

Potential number and characteristics of marine shipments of radioactive materials to east coast ports of the United States, including ports along the St. Lawrence Seaway.

Shipbuilding and Servicing Projections

An estimate of the number of nuclear-powered ships expected to be in operation by 1975 and estimates of the number of refuelings and servicings by 5-year periods, from 1960 to 1975.

Nuclear Port Facility Requirements

Necessary and desirable characteristics of port facilities and equipment capable of the following: (1) handling the shipping of used nuclear fuel and other radioactive material; and (2) performing the initial fueling, subsequent fueling, and servicing of atomic-propelled merchant and naval vessels.

Inland Transportation from Port Areas

Identifies and appraises alternate methods of transporting shipments of used nuclear fuel and related materials from ports to inland destinations. Compares various methods of transportation, taking into account capability, practicability, economy, convenience, and safety, with particular regard for the health and safety of the public. (Three port locations are selected as typical for receipt of marine shipments for transshipment to inland destinations; namely: New York, Albany, and Buffalo).

Nuclear Safety Considerations

Describes and evaluates nuclear safety experience and current policies involved in: (1) the storage, shipment, and transshipment of packaged nuclear materials, including irradiated fuel; and (2) the construction, initial fueling, start-up, in-port navigation, minor servicing and fueling of nuclear ships.

Appraisal of Ports of New York State

Identifies and appraises from all points of view the capabilities of the ports of New York State to: (1) handle the shipment of radioactive materials, including irradiated fuels; (2) construct and initially fuel nuclear-powered ships; (3) loading and unloading passengers and freight transported by nuclear-powered ships; (4) provide for the minor servicing of nuclear-powered ships; and (5) provides for the major servicing and refueling of nuclear-powered ships.

Greater efficiency through basic and technical development programs in the future will improve the entire port industry as it affects the transportation and handling of a growing domestic and foreign trade. Our major ships, ports, and waterways have become major because they have been carefully planned and adequately improved, tested, and molded to productive usage. That same foresight will continue to be needed in technical studies and research programs to continue to progress in the face of increasing economic and technological demands.

POLICY AND LEGAL ACTIONS TAKEN BY THE
FEDERAL MARITIME COMMISSION AFFECTING THE PORT INDUSTRY

The Federal Maritime Commission (formerly Federal Maritime Board) in fulfilling its responsibilities for the administration of its statutory regulatory functions which include the regulation and control of rates, services, practices, and agreements of common carriers by water in foreign and domestic offshore trades and of terminal operators, freight forwarders, and other persons subject to the regulatory shipping statutes, and including the investigation of discriminatory practices in such activities, has rendered numerous decisions of interest to the port industry. Some of the more important cases with either final or pending decisions, status as of November 1961, have been selected as representative of the type of regulatory functions administered by the Federal Maritime Commission, and are summarized as follows:

Practice of Contracting Vessel Refrigerated Space to One Banana Shipper

It was found that respondent, in the operation of vessels between ports on the West Coast of South America and ports on the North Atlantic Coast of the United States and between ports on the West Coast of South America and the Gulf of Mexico ports of the United States, was a common carrier by water and, therefore, subject to the provisions of the 1916 Shipping Act. Respondent's practice of contracting all of its refrigerated space on its vessels operating between ports in Ecuador and ports on the North Atlantic Coast of the United States to one banana shipper to the exclusion of other qualified banana shippers, was found to be unjustly discriminatory in violation of Section 14 Fourth, Shipping Act of 1916, and unduly and unreasonably prejudicial and disadvantageous in violation of Section 16 First of the Act. Advance booking arrangements, of periods not to exceed 2 years, entered into pursuant to just and reasonable regulations and practices relating to the receiving, handling, staving, transporting, and discharging of bananas, under which respondent's refrigerated space would be equitably prorated among qualified banana shippers, were found not to be unjustly discriminatory in violation of Sections 14 Fourth and 16 First, Shipping Act of 1916. The docket is pending a further hearing.

Investigation of Rate Cutting

As a consequence of two complaint proceedings in which two common carriers charge each other with rate cutting, the Federal Maritime Commission has issued a show-cause order in one complaint proceeding and has instituted an investigation of the practices of the other.

One common carrier has asked for a show-cause order, and the Federal Maritime Commission required that the respondents in the proceeding show cause why a cease and desist order should not be issued, requiring them to cease carrying out their alleged joint service pending hearing and final determination of the complaint or in the alternative, pending the filing and approval by the Commission, in accordance with Section 15 of the Shipping Act of 1916, of any agreements between respondents, or any of them, concerning the alleged joint service.

The Commission instituted an investigation to determine whether the common carrier is cutting rates differentially below conference levels, charging

nonremunerative rates, or paying excessive brokerage fees; and whether need exists for issuing rules to prevent such practices and what the substance of such rules should be.

Decision is pending opening briefs and reply briefs.

Giving Undue and Unreasonable Preference and Advantage to a Competitor

An importer accused a terminal operator of giving undue and unreasonable preference and advantage to a competitor in a complaint filed with the Federal Maritime Commission.

The importer stated that the terminal operator had given preference and advantage to a competitor in the allocation of space on the pier and in the allocation of berthing space during a specified period. It also charged that the terminal operator charged storage rates greater than those charged other persons, and that the terminal operator had subjected the importer to a disadvantage in its practices covering payment for charges.

The terminal operator has been described by the importer as one furnishing dock and terminal facilities in connection with common carriers by water and, as such, is subject to the provisions of the Shipping Act of 1916.

The docket is pending an examiner's decision.

Increase in Rates

The Federal Maritime Commission held an oral agrument on exceptions to the initial decision of an examiner.

The examiner recommended approval of an increase of 12.5 percent in rates from the Pacific, Gulf, and Atlantic Coasts to Hawaii, with some exceptions, for a number of common carriers.

The examiner has made a recommendation and the Federal Maritime Commission's decision is pending.

Rate Agreement

Because the respondents had filed motions to dismiss the investigation and discontinue the hearing and because the motions were unopposed, the Federal Maritime Commission has discontinued the proceeding.

The proceeding involved a four-way agreement between the respondents after a commonwealth asked that the agreement be cancelled or modified.

The case has been dismissed by the Federal Maritime Commission.

Pooling Agreement Between Common Carriers

An investigation into pooling agreement between several common carriers has been instituted by the Federal Maritime Commission. The agreement was filed with the Commission for approval under Section 15 of the Shipping Act.

Protests against the agreement were filed with the Federal Maritime Commission, asking that the agreement be disapproved or modified in significant respects. A formal hearing may be instituted.

The Commission is of the opinion that sufficient reason had been shown to warrant withholding approval of the agreement, pending a hearing to receive evidence in order to determine whether the agreement should be approved, disapproved, or modified.

The Federal Maritime Commission's decision is pending replies on motion to dismiss.

Filing of Tariffs by Terminal Operators

During 1960, the Federal Maritime Commission gave notice to the public that it proposed to adopt rules requiring persons engaged in the business of furnishing wharfage, dock, warehouse, or other terminal facilities in connection with a common carrier by water, to file tariffs and to keep open to the public inspection schedules of tariffs showing all rates, charges, rules and regulations relating to or connected with the receiving, handling, storing and delivering of property at their terminal facilities. The rules would require existing tariffs to be filed thirty (30) days in advance and any new schedules or tariffs are to be filed before the effective date. Any modifications or cancellations are to be filed thirty (30) days in advance of the effective date except that the Commission, for good cause in its discretion, may allow charges to be made in a shorter period.

This matter is pending and has not been finally acted upon by the Federal Maritime Commission.

Common Carriers by Water-Status of Express Companies, Truck Lines and Other Non-Vessel Carriers

A decision by the Federal Maritime Commission found that status as a "common carrier by water" depends on the nature of what a carrier holds itself out to undertake to the general public rather than upon its ownership or control of vessels. In determining the status of motor carriers offering overseas transportation of household goods in containers or through bills of lading, the Commission concluded that these carriers were common carriers by water subject to the Shipping Act.

The Commission stated that any person who holds himself out to provide water transportation in interstate or foreign commerce, who assumes responsibility for safe water transportation, and who arranges in his own name with underlying water carriers for the performance of such transportation, whether or not owning or controlling the means by which such transportation is affected, is a common carrier by water subject to the Shipping Act and, hence, eligible to enter into Section 15 Agreements.

Truck Loading and Unloading at Piers Performed Solely by the Terminal Operators

A terminal association filed a tariff with the Federal Maritime Commission providing, among other things, that all truck loading and unloading at piers or water terminals operated by parties to the Tariff shall be performed solely by the terminal operators. A complaint filed by certain motor carriers, shippers,

and motor carrier associations, contended that this constituted a modification of respondent's Section 15 agreement and that the exclusive truck loading rule and the truck loading charges were arbitrary and unreasonable.

Meanwhile, the terminal association amended its Tariff to allow the trucker, shipper or consignee to perform their own loading or unloading upon payment of a usage charge of 3 cents per hundred pounds, following which the complaint was dismissed.

Investigation Relative to the Control, Fixing or Charging Commissions or Brokerage Fees

On its own motion, the Federal Maritime Commission initiated an investigation into certain agreements of an Association which appeared to control competition, or to set up working arrangements for fixing or charging commissions or brokerage fees. The Commission alleges that these arrangements may violate Section 15 of the Shipping Act because they were not approved by the Commission and not within the scope of the Association's basic Agreement. According to the Commission, it also appears that the practice of paying commission on shipments to ports outside the area may constitute undue preference and prejudice in violation of Section 16 or be an unfair practice with respect to the receipt and delivery of property under Section 17.

The decision of the Federal Maritime Commission is pending.

Investigation to Determine Whether Rate Reductions Indicate Unstable Conditions or Might Result in Possible Rate War

The Federal Maritime Commission directed that public hearings before an examiner be scheduled to review rate reductions or revisions, rules, conditions, charges, tariffs, regulations or practices filed recently which might pertain to the action. The investigation order indicated that tariffs of the common carriers would be scrutinized.

The Commission by its action permitted the reductions in rates to go into effect but its investigation will determine whether or not the new tariffs should be continued.

The decision is pending a further hearing.

Port Series, Part 1:	Date of Revision	G.P.O. Sales Price
United States Seaports - Alaska, Pacific Coast and Hawaii	1961	$1.00
United States Seaports - Atlantic Coast	1963	-
United States Seaports - Gulf Coast (In preparation)	-	-
Port Series, Part 2:		
No. 1 - The Ports of Portland and Searsport, Maine, and Portsmouth, N.H.	1952	1.25
No. 3 - The Port of Boston, Mass.	1956	2.50
No. 4 - The Ports of Southern New England (Providence, R.I.; Fall River, Mass.; New London, New Haven, Bridgeport, and Stamford, Conn.)	1952	2.00
No. 5 - The Port of New York, N.Y. & N.J. (Part 1)	1953*	2.50
(Part 2)	1953	2.75
(Part 3)	1953*	6.00
No. 6 - The Port of Albany, N.Y.	1954	.65
No. 7 - The Ports of Philadelphia, Pa.; Camden and Gloucester, N.J.	1955	2.25
No. 8 - The Port of Wilmington, Del.; and Ports on the Delaware River below and above Philadelphia, Pa.	1955	2.00
No. 10 - The Port of Baltimore, Md.	1955*	2.25
No. 11 - The Ports of Hampton Roads, Va.	1959*	2.75
No. 12 - The Port of Wilmington, N.C.	1960	.55
No. 13 - The Port of Charleston, S.C.	1960	1.00
No. 14 - The Port of Savannah, Ga. ..... (UNDER REVISION)	1963	-
No. 15 - The Port of Jacksonville, Fla.	1956	1.50
No. 16 - Ports on the South Atlantic Coast of the United States (Morehead City, N.C.; Georgetown, S.C.; Brunswick, Ga.; Fernandina, Palm Beach, Port Everglades, and Miami, Fla.)	1954	3.00
No. 17 - The Port of Tampa, Fla.	1956	1.25
No. 18 - The Port of Mobile, Ala.	1960	.65
No. 19 - Ports on the Gulf Coast of the United States:		
Vol. 1 - Port St. Joe, Panama City, and Pensacola, Fla.; Pascagoula and Gulfport, Miss., and Baton Rouge and Lake Charles, La.	1957	2.75
Vol. 2 - Port Arthur, Beaumont, Orange, Freeport, Port Isabel and Brownsville, Tex.	1957	3.00
No. 20 - The Port of New Orleans, La.	1958	3.25
No. 23 - The Port of Galveston and Texas City, Tex.	1959	1.00
No. 24 - The Port of Houston, Tex.	1959	1.50
No. 25 - The Port of Corpus Christi, Tex.	1959	1.00

Port Series, Part 2 (Continued):	Date of Revision	G.P.O. Sales Price
No. 27 - The Port of San Diego, Calif.	1956	$1.00
No. 28 - The Ports of Los Angeles and Long Beach, Calif.	1956	2.00
No. 30 - The Ports of San Francisco and Redwood City, Calif. (IN PRESS)	1962	-
No. 31 - The Ports of Oakland, Alameda, and Richmond, and Ports on San Pablo Bay, Carquinez Strait, and Mare Island Strait, Calif. (UNDER REVISION)	1962	-
No. 32 - The Ports of Stockton and Sacramento, Calif. (UNDER REVISION)	1962	-
No. 33 - The Ports of Astoria, Oreg.; and Longview and Vancouver, Wash. (UNDER REVISION)	1962	-
No. 34 - The Port of Portland, Oreg. (UNDER REVISION)	1962	-
No. 35 - The Ports of Tacoma, Grays Harbor, and Olympia, Wash.	1952	2.00
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